# U.S. Department of Transportation Federal Aviation Administration

Washington, DC

# **Master Minimum Equipment List (MMEL)**

Revision: 3 Date: 02/16/2018

# Airbus A350-900 Series, A350-1000 Series All Models

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MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 3 PAGE NO.
Airbus A350 DATE: 02/16/2018 I

#### TABLE OF CONTENTS AND CONTROL PAGE

OVOTENA	TABLE OF CONTENTO AND	T CONTINUE 17	T	TABLE OF CONTENTS AND CONTROL PAGE					
SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE					
	Cover Page		3	02/16/2018					
	Table of Contents and Control Page	I	3	02/16/2018					
	Log of Revisions	II	3	02/16/2018					
	Highlights of Change	III thru IX	3	02/16/2018					
	Definitions and Preamble	Х	3	02/16/2018					
	List of Acronyms	XI thru XXI	3	02/16/2018					
21	Air Conditioning	21-1 thru 49	3	02/16/2018					
22	Autoflight	22-1 thru 16	3	02/16/2018					
23	Communications	23-1 thru 13	3	02/16/2018					
24	Electrical Power	24-1 thru 24	2	10/04/2017					
25	Equipment/Furnishings	25-1 thru 26	3	02/16/2018					
26	Fire Protection	26-1 thru 21	3	02/16/2018					
27	Flight Controls	27-1 thru 35	3	02/16/2018					
28	Fuel	28-1 thru 28	2	10/04/2017					
29	Hydraulic Power	29-1 thru 11	3	02/16/2018					
30	Ice and Rain Protection	30-1 thru 16	3	02/16/2018					
31	Indicating/Recording Systems	31-1 thru 18	3	02/16/2018					
32	Landing Gear	32-1 thru 57	3	02/16/2018					
33	Lights	33-1 thru 19	3	02/16/2018					
34	Navigation	34-1 thru 19	2	10/04/2017					
35	Oxygen	35-1 thru 7	1	01/31/2017					
36	Pneumatic	36-1 thru 7	3	02/16/2018					
38	Water/Waste	38-1 thru 2	Original	05/12/2016					
42	Integrated Modular Avionics	42-1 thru 35	3	02/16/2018					
44	Cabin Systems	44-1 thru 16	3	02/16/2018					
46	Information Systems	46-1 thru 11	3	02/16/2018					
47	Inert Gas System	47-1	2	10/04/2017					
49	Airborne Auxiliary Power	49-1 thru 9	Original	05/12/2016					
50	Cargo and Accessory Compartments	50-1 thru 5	Original	05/12/2016					
52	Doors	52-1 thru 15	3	02/16/2018					
73	Engine Fuel and Control	73-1 thru 4	3	02/16/2018					
74	Ignition	74-1	3	02/16/2018					
75	Bleed Air	75-1 thru 4	3	02/16/2018					
77	Engine Indicating	77-1 thru 3	1	01/31/2017					
78	Engine Exhaust	78-1 thru 3	Original	05/12/2016					
79	Engine Oil	79-1 thru 5	Original	05/12/2016					
80	Starting	80-1 thru 3	Original	05/12/2016					

MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT:	REVISION NO. 3	PAGE NO.
Airbus A350	DATE: 02/16/2018	II

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LOG OF REVISIONS					
DATE	PAGE NO.				
05/12/2016	Original issue.				
01/31/2017	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XI				
10/04/2017	I, II, III, IV, V, VI, VII, 21-1, 21-9, 21-12, 21-13, 21-34, 21-37, 21-38, 21-39, 21-40, 21-43, 21-44, 21-46, 22-2, 22-4, 22-13, 23-1, 24-2, 24-4, 24-12, 25-16, 25-17, 25-18, 26-3, 28-4, 28-5, 29-4, 29-8, 29-9, 30-2, 31-2, 31-12, 32-12, 32-13, 32-14, 32-15, 32-16, 32-17, 32-18, 32-19, 32-20, 32-21, 32-22, 32-23, 32-24, 32-25, 32-26, 32-27, 32-28, 33-2, 33-7, 33-10, 34-2, 34-13, 34-14, 36-3, 36-4, 36-5, 36-6, 42-2, 42-3, 42-4, 42-23, 42-24, 44-1, 44-3, 46-2, 46-5, 46-6, 47-1, 52-2, 52-8.				
11/07/2017	I, II, III, XI, 25-25.				
02/16/2018	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XI				
	05/12/2016 01/31/2017 10/04/2017				

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT:	REVISION NO. 3	PAGE NO.		
Airbus A350	DATE: 02/16/2018	III		
HIGHLIGHTS OF CHANGE				

EFFECTIVE ABOVE DATE, the Airbus A350 Master Minimum Equipment List (MMEL) has been revised. Replace affected pages with Revision 3 for a complete, up-to-date MMEL. For each ATA chapter containing a change(s), the revision number and date will be updated accordingly on all pages of that ATA chapter. Changes made to the document that do not affect the content of an MMEL item, such as header changes, minor typos, or format changes, may not be tracked with change bar insertion.

ITEM NO.	EXPLANATION OF CHANGE
ATA 21 AIR CONDITIONING	
21-07-03-03	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-09-02	Revised item. Changed Number Required for Dispatch.
21-28-06	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-60-04	Revised item. Changed Number Installed to accommodate A350-1000 Series data.
21-60-11	Revised item. Changed Repair Category.
ATA 22 AUTOFLIGHT	
22-10-14	New item.
22-10-15	New item.
22-10-16	New item.
ATA 23 COMMUNICATIONS	
23-02-01	Revised item. Applied MOD affectivity.
23-02-31	Revised item. Applied MOD affectivity.
23-11-02	Revised item. Applied MOD affectivity.
ATA 25 EQUIPMENT/FURNISHINGS	
25-21-07	Revised item. Changed Repair Category.
25-21-08	New item.
25-21-09	New item.

MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 3 PAGE NO.
Airbus A350 DATE: 02/16/2018 IV

Airbus A350	DATE: 02/16/2018 IV		
	HIGHLIGHTS OF CHANGE		
ITEM NO.	EXPLANATION OF CHANGE		
ATA 26 FIRE PROTECTION			
26-02-03	Revised item. Applied Model affectivity.		
26-02-04	New item.		
26-05-01	New item.		
26-16-03	Revised item. Changed Repair Category.		
26-20-03	Revised item. Applied MOD affectivity.		
26-20-04	New item.		
26-23-07	Revised item. Removed "Redundancy" criteria.		
26-23-09	Revised item. Removed "Redundancy" criteria.		
26-23-11	New item.		
26-23-12	New item.		
ATA 27 FLIGHT CONTROLS			
27-09-04	Revised item. Added dispatch condition for A350-1000 Series.		
27-09-07	New item.		
27-14-01	Revised item. Added dispatch condition for A350-1000 Series.		
27-14-02	Revised item. Added dispatch condition for A350-1000 Series.		
27-14-03	Revised item. Added dispatch condition for A350-1000 Series.		
27-44-01	Revised Item. Changed Remarks or Exceptions.		
27-51-01	Revised Item. Changed Remarks or Exceptions.		
27-51-02	Revised Item. Changed Remarks or Exceptions.		
27-64-01	Revised item. Added dispatch conditions for A350-1000 Series.		
27-64-02	Revised item. Added dispatch conditions for A350-1000 Series.		
27-64-04	Revised item. Added dispatch conditions for A350-1000 Series.		
27-81-01	Revised Item. Changed Remarks or Exceptions.		
27-81-02	Revised Item. Changed Remarks or Exceptions.		
27-91-01	New item.		

MASTER MINIMUM EQUIPMENT LIST

# FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 3 PAGE NO.
Airbus A350 DATE: 02/16/2018 V

Airbus A350	DATE: 02/16/2018 V		
	HIGHLIGHTS OF CHANGE		
ITEM NO.	EXPLANATION OF CHANGE		
ATA 27 FLIGHT CONTROLS			
27-91-09	New item.		
27-92-01	Revised item. Added dispatch condition.		
27-93-01	New item.		
27-93-03	New item.		
ATA 29 HYDRAULIC POWER			
29-09-01	Revised item. Changed Repair Category.		
29-10-01	Revised item. Applied Model affectivity.		
29-10-02	Revised item. Applied Model affectivity.		
29-10-03	Revised item. Added dispatch condition.		
29-10-04	New item.		
29-10-05	New item.		
29-33-09	New item.		
ATA 30 ICE AND RAIN PROTECTION			
30-11-05	New item.		
ATA 31 INDICATING/RECORDING SYSTEMS			
31-02-01	New item.		
31-02-02	New item.		
31-02-03	New item.		
31-02-04	New item.		
31-02-05	New item.		
31-02-06	New item.		
31-02-07	New item.		
31-02-08	New item.		

#### MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: **REVISION NO. 3** PAGE NO. DATE: 02/16/2018 VΙ Airbus A350

Airbus A350	DATE: 02/16/2018	VI	
	HIGHLIGHTS OF CHANGE		
ITEM NO. ATA 31	EXPLANATIO	N OF CHANGE	
INDICATING/RECORDING SYSTEMS			
31-02-09	New item.		
ATA 32 LANDING GEAR			
32-07-01	Revised item. Added dispatch cor	ndition for A350-1000 Series.	
32-07-02	Revised item. Changed Number II A350-1000 Series data.	nstalled to accommodate	
32-09-05	Revised item. Applied Model affect	ctivity.	
32-09-06	Revised item. Applied Model affect	ctivity.	
32-09-07	Revised item. Applied Model affect	ctivity.	
32-09-08	Revised item. Applied Model affect	ctivity.	
32-31-03	Revised item. Applied Model affect	ctivity.	
32-31-04	Revised item. Applied Model affect	ctivity.	
32-31-06	Revised item. Applied Model affect	ctivity.	
32-31-07	Revised item. Applied Model affect	ctivity.	
32-31-08	New item.		
32-32-01	Revised item. Applied Model affect	ctivity.	
32-32-02	Revised item. Applied Model affect	ctivity.	
32-33-01	Revised item. Added dispatch cor	ndition for A350-1000 Series.	
32-41-01	New item.		
32-41-02	New item.		
32-42-01	Revised item. Added dispatch cor	nditions for A350-1000 Series.	
32-42-02	Revised item. Added dispatch cor	nditions for A350-1000 Series.	
32-42-03	Revised item. Added dispatch cor	nditions for A350-1000 Series.	
32-42-04	Revised item. Added dispatch cor	nditions for A350-1000 Series.	
32-42-05	Revised item. Added dispatch cor	nditions for A350-1000 Series.	
32-42-06	Revised item. Added dispatch cor	nditions for A350-1000 Series.	

FEDERAL AVIATION ADMINISTRATION

#### MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 3 PAGE NO.
Airbus A350 DATE: 02/16/2018 VII

Alibus A330	DATE: 02/10/2010 VII		
	HIGHLIGHTS OF CHANGE		
ITEM NO.	EXPLANATION OF CHANGE		
ATA 32 LANDING GEAR			
32-42-07	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-08	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-09	New item.		
32-42-10	New item.		
32-42-11	New item.		
32-42-12	New item.		
32-42-18	Revised item. Added dispatch condition for A350-1000 Series.		
32-42-19	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-20	Revised item. Added dispatch conditions for A350-1000 Series.		
32-42-27	New item.		
32-43-01	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-02	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-03	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-04	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-05	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-06	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-07	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-08	Revised item. Added dispatch condition for A350-1000 Series.		
32-43-09	New item.		
32-43-10	New item.		
32-43-11	New item.		
32-43-12	New item.		
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MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 3 PAGE NO.
Airbus A350 DATE: 02/16/2018 VIII

Airbus A350	DATE: 02/16/2018	VIII		
	HIGHLIGHTS OF CHANGE			
ITEM NO.	EXPLANATION OF CHANGE			
ATA 33 LIGHTS				
33-26-05	Deleted item.			
33-40-04	Revised item. Changed Remar	ks or Exceptions.		
33-40-07	Revised Item. Changed Remark	ks or Exceptions.		
33-40-09	Revised Item. Changed Remark	ks or Exceptions.		
33-50-08	Revised Item. Changed Remark	ks or Exceptions.		
ATA 36 PNEUMATIC				
36-12-02	Revised item. Added dispatch	condition.		
36-22-02	New item.			
36-22-03	New item.			
ATA 42 INTEGRATED MODULAR AVIONICS				
42-41-04	Revised item. Applied Model at conditions.	fectivity and added dispatch		
42-41-05	Revised item. Applied Model at conditions.	fectivity and added dispatch		
42-41-19	Revised item. Changed Remar	ks and Exceptions.		
42-41-22	Revised item. Changed Remar	ks and Exceptions.		
42-41-23	Revised item. Changed Remar dispatch condition for A350-10	•		
42-41-24	Revised item. Changed Remar	ks and Exceptions.		
42-41-25	Revised item. Added dispatch	conditions for A350-1000 Series.		
42-41-26	Revised item. Changed Remar	ks and Exceptions.		
42-41-27	Revised item. Changed Remardispatch condition.	ks and Exceptions and added		
42-41-29	Revised item. Changed Remar	ks and Exceptions.		

# MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINI	STRATION	1411/13		EQUI MENT EIOT
AIRCRAFT:		SION NO. 3	PAGE NO.	
Airbus A350		ATE: 02/16/2018		IX
HIGHLIGHTS OF CHANGE				
ATA 44	EXPLANATION OF CHANGE			
CABIN SYSTEMS				
44-11-01	Revised item.	Deleted item referen	ce.	
44-15-03	Revised item. dispatch cond	Changed Remarks a ition.	nd Exceptions	and added
ATA 46 INFORMATION SYSTEMS				
46-20-03	Deleted item.	Added Note.		
46-20-07	Revised item.	Added dispatch cond	lition.	
46-20-08	New item.			
46-30-01	Deleted item. Added Note.			
ATA 52 DOORS				
52-30-01	Revised item.	Changed Remarks a	nd Exceptions.	
ATA 73 ENGINE FUEL AND CONTROL				
73-09-01	Revised item.	Added dispatch cond	lition for A350-	1000 Series.
ATA 74 IGNITION				
74-31-01	Revised item. Applied Model affectivity.			
ATA 75 BLEED AIR				
75-09-03	Revised item.	Applied Model affect	ivity.	
75-09-04	Revised item.	Applied Model affect	ivity.	
75-24-01	Revised item.	Applied Model affect	ivity.	
75-33-01	Revised item.	Applied Model affect	ivity.	

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT:	REVISION NO. 3	PAGE NO.			
Airbus A350	DATE: 02/16/2018		X		
DEFINITIONS AND PREAMBLE					

For Definitions, refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions.

For the Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble*.

FAA MMEL Policy Letters may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	ous A350	REVISION NO. 3 DATE: 02/16/2018	PAGE NO.	XI	
7 111 2	LIST OF ACRONYMS				
ACRONYM	DEFINITION	LIGIT OF MOROTTIMO			
A	BEI IIIIIIII				
A/BRK	Autobrake				
A/THR	Autothrust				
AAP	Additional Attendant	Panel			
AAT	Aircraft Allocation Tal				
ABSELV	Alternate Brake Selec				
AC	Alternating Current				
ACCU	Accumulator				
ACFT	Aircraft				
ACMS	Aircraft Condition Mo	nitoring System			
ACP	Audio Control Panel				
ACS	Air Conditioning Syst	em			
ADF	Automatic Direction F	inder			
ADGB	Active Differential Ge	arbox			
ADHF	Adaptive Dropped Hir	nge Flap			
ADIRS	Air Data Inertial Refe	rence System			
ADIRU	Air Data Inertial Refe	rence Unit			
ADR	Air Data Reference				
ADS	Aircraft Documentation	on System			
ADS-B	Automatic Dependen	t Surveillance			
ADS-C	Automatic Dependen	t Surveillance Contract			
AECM	Alternate Extension C	Control Module			
AEFO	All Engine Flame Out	All Engine Flame Out			
AESS	Aircraft Environment				
AFDX	Avionics Full Duplex				
AFM	Airplane Flight Manua				
AFS	Automatic Flight Syst	em			
AGL	Above Ground Level				
AGS	Air Generation System				
AIP	Attendant Indication F	Panel			
ALT	Altitude				
ALTN	Alternate				
ANF	Airport Navigation Fu	nction			
AOA	Angle of Attack				
AOC	Airline Operational Co	ontrol			
AP	Autopilot				
APCH	Approach				
APP	Alternate Power Pack	Κ			
APPR	Approach				
APU	Auxiliary Power Unit				
APU GEN	Auxiliary Power Unit Generator				
AR	Authorization Required				
ARA	Approaching Runway Advisory				
ARV	Alternate Refill Valve				
ASCU	Air System Control Unit				
ASFC	Avionics Server Function Cabinet				
ASV	Alternate Servo Valve				
ATA	Air Traffic Control	สเเดก			
ATC	Air Traffic Control				

# MASTER MINIMUM EQUIPMENT LIST

		REVISION NO. 3 DATE: 02/16/2018	PAGE NO.	
All		LIST OF ACRONYMS		
ACRONYM	DEFINITION	LIST OF ACROINTINS		
ATSU	Air Traffic Service Uni	+		
ATT	Attitude	<u>t</u>		
ATQC	Airbus Temporary Qu	ick Change		
ATU	Auto Transformer Uni			
AUTO	Automatic	t .		
AED	Automatic Emergency	/ Descent		
AED	Automatic External De			
AVNCS	Avionics	Silbillatoi		
В	71011103			
B/UP	Backup			
BAM	Bleed Air Monitoring			
BAS	Bleed Air System			
BAT	Battery			
BBAND	Broadband			
BCF	Brake Cooling Fan			
BCL	Battery Charge Limite	r		
BCM	Backup Control Modu			
BCS	Braking Control Syste			
BITE	Built-In Test Equipme			
BKUP	Backup			
BMD	Backup Motor Driver			
BOMU	Bleed and Overheat N	Nonitorina Unit		
BPS	Backup Power Supply			
BPT	Bogie Pitch Trimmer			
BPTMS	Bogie Pitch Trimmer I	Monitoring System		
BPTU	Brake Pedal Transmit			
BRT	Bright			
BSV	Brake Shuttle Valve			
BTCM	Brake Temperature C	ontrol Module		
BTMS	Brake Temperature M	lonitoring System		
BTS	Brake Temperature S	ensor		
BTV	Brake To Vacate			
С				
C/B	Circuit Breaker			
C/L	Checklist			
CAB	Cabin			
CAM	Cabin Assignment Mo			
CAN	Controller Area Network			
CAPT	Captain			
CAT	Category			
CAV	Cold Air Valve			
CBMU	Circuit Breaker Monitoring Unit			
CCD	Cursor Control Device			
CCRC	Cabin Crew Rest Compartment			
CDL	Configuration Deviation List			
CDLS	Cockpit Door Locking			
CDM	Coolant Distribution M			
CDS	Control and Display S	ystem		

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. 3 PAGE NO.						
Airbus A350		DATE: 02/16/2018	XIII			
		LIST OF ACRONYMS				
ACRONYM	DEFINITION					
CDSS	Cockpit Door Surveill					
CED	Cooling Effect Detect					
CELLI	Ceiling Emergency L					
CEV	Commercial Equipme					
CFP	Computerized Flight	Plan				
CG	Center of Gravity					
CIDS	Cabin Intercommunic					
CIU	Camera Interface Un	it				
CKPT	Cockpit					
CLS	Cargo Loading Syste	m				
CMC	Central Maintenance	Computer				
CMS	Central Maintenance	System				
CMV	Concentrator and Mu	Itiplexer for Video				
COM	Command	•				
CONF	Configuration					
СР	Control Panel					
CPC	Cabin Pressure Cont	roller				
CPCS	Cabin Pressure Cont	rol System				
CPDLC	Controller-Pilot Datali					
CPIOM	Core Processing Inpu	ut/Output Module				
CRC	Crew Rest Compartm					
CRDC	Common Remote Da					
CRFL	Cruise Flight Level					
CSAS	Conditioned Service	Air Svstem				
CTL	Control					
CTS	L	Cabin/Compartment Zone Temperature Sensor				
CVMS	Cabin Video Monitoring System					
CVR	Cockpit Voice Recorder					
D						
D-ATIS	Digital Automatic Ter	minal Information System				
DBPV	Door Bypass Valve					
DC	Direct Current					
DCL	Departure Clearance					
DEU	Decoder/Encoder Un					
DFDR	Digital Flight Data Re					
DFS	Differential Flap Setti					
DH	Decision Height					
DLCS	Data Loading Configu	uration System				
DME	Distance Measuring I					
DMU	Data Management U					
DOLLI	Dome Emergency LED Light					
DPI	Differential Pressure Indicator					
DSCS		Door and Slides Control System				
DTS	Duct Temperature Sensor					
DU	Display Unit					
E	_ iopiaj oim					
EASA	European Aviation Safety Agency					
EBAS	Engine Bleed Air System					
EBHA	Electrical Backup Hyd					
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# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:		REVISION NO. 3 DATE: 02/16/2018	PAGE NO.	
Airbus A350			AIV.	
A C D O N I V M		LIST OF ACRONYMS		
ACRONYM	DEFINITION			
EC	European Commissio			
ECAM	Electronic Centralized			
ECAS	Emergency Cockpit A	Merting System		
ECP	ECAM Control Panel			
EDMU	Electrical Distribution	Management Unit		
EDP	Engine Driven Pump			
EEC	Engine Electronic Co			
EENMU	ŭ ,	Network Management Unit		
EEP	ETOPS Entry Point			
EFB	Electronic Flight Bag			
EFCS	Electronic Flight Cont			
EFIS	Electronic Flight Instr			
EGT	Exhaust Gas Temper			
e-GDO	Electrical Ground Doo			
EHA	Electro-Hydrostatic A			
EHM	Engine Health Monito			
EIF	Engine Interface Fund			
ELCO SW	External Lighting Con			
ELMF	Electrical Load Manag	gement Function		
ELS	Exterior Light System			
ELT	Emergency Locator T	ransmitter		
EM	Electronic Module			
EMA	Electro-Mechanical A	ctuator		
EMCU	Electrical Motor Conti	rol Unit		
EMER	Emergency			
EMK	Emergency Medical Kit			
EMP	Electric Motor Pump			
ENG	Engine			
EPR	Engine Pressure Rati	0		
EPCU	External Power Control Unit			
EPDC	Electrical Power Distr	ibution Center		
EPSU	Emergency Power Su	upply Unit		
EQPT	Equipment	11 2		
ERAI	Emergency Ram Air I	nlet		
ESBF	Electrical System BIT	E Function		
ESS	Essential			
ETACS	External and Taxiing	Aid Camera System		
ETOPS	•	n Engine Aircraft Operations	5	
EU	European Union	5		
EXP	ETOPS eXit Point			
F	2 2 2			
F/O	First Officer			
FADEC	Full Authority Digital Engine Control			
FANS	Future Air Navigation System			
FAP	Flight/Forward Attendant Panel			
FAK	First Aid Kit			
FC	Failure Condition			
FCDC	Flight Control Data Concentrator			
FCGS	Flight Control and Gu			
1 000	Tragati Contion and Gu	idance Gysteili		

# MASTER MINIMUM EQUIPMENT LIST

	TION ADMINISTRATION			
AIRCRAFT: Airb	Dus A350 REVISION NO. 3 PAGE NO. XV			
	LIST OF ACRONYMS			
ACRONYM	DEFINITION			
FCOM	Flightcrew Operating Manual			
FCRC	Flightcrew Rest Compartment			
FCRM	Flight Control Remote Module			
FCTM	Flightcrew Technique Manual			
FCU	Flight Control Unit			
FCV	Flow Control Valve			
FD	Flight Director			
FDIU	Flight Data Interface Unit			
FDU	Fire Detection Unit			
FDR	Flight Data Recorder			
FE	Flight Envelope			
FEDC	Fire Extinguisher Data Converter			
FES	Fire Extinguishing System			
FESRA	Fire, Explosion, and Smoke Risk Analysis			
FG	Flight Guidance			
FL	Flight Level			
FLS	FMS Landing System			
FM	Flight Management			
FMA	Flight Mode Annunciator			
FMB	Flow Metered Bottle			
FMC	Flight Management Computer			
FME	Flow Metering Equipment			
FMS	Flight Management System			
FO	First Officer			
FOB	Fuel on Board			
FOD	Foreign Object Damage			
FOHE	Fuel/Oil Heat Exchanger			
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System			
F-PLN	Flight Plan			
FPMS	Floor Path Marking System			
FQ	Fuel Quantity			
FQI	Fuel Quantity Indication			
FQMS	Fuel Quantity and Management System			
FSN	Fleet Serial Number			
FSOV	Fire Shutoff Valve			
FTIS	Fuel Tank Inerting System			
FWS	Flight Warning System			
FWD	Forward			
FZFG	Freezing Fog			
G	i roozing rog			
G/S	Glide Slope			
GBCT	Ground Brake Cooling Time			
GCU	Generator Control Unit			
GDO	Ground Door Opening			
GDOP				
GEN	Ground Door Opening Panel Generator			
GFLI	Generator Ground Fuel Level Indicator			
GLA				
	Gust Load Alleviation Cround Based Augmentation System (CRAS) Landing System			
GLS	Ground Based Augmentation System (GBAS) Landing System			

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:		REVISION NO. 3	PAGE NO.	
Airb	ous A350	DATE: 02/16/2018		XVI
		LIST OF ACRONYMS		
ACRONYM	DEFINITION			
GNSS	Global Navigation Sa	tellite System		
GPU	Ground Power Unit			
GPS	Global Positioning Sy			
GPWS	Ground Proximity Wa	arning System		
GW	Gross Weight			
GWCG	Gross Weight Center	of Gravity		
Н				
HCF	Heading Control Fun			
HCU	Head-Up Combiner U			
HERTO	High Energy Rejecte	d Takeoff		
HF	High Frequency			
HI	High			
HID	High Intensity Discha	ırge		
HLS	High Lift System	and Oanto IA 22 C		
HMCA		and Control Application		
HP	High Pressure	0 0 1		
HPTCC	High Pressure Turbin	ne Case Cooling		
HRB	High Rated Bottle	and a wise or I had to		
HSMU	Hydraulic System Mo	onitoring Unit		
HUD	Head-Up Display			
IAS	Indicated Aironaed			
ICP	Indicated Airspeed Integrated Control Panel			
IFE				
IFEC	In-Flight Entertainment			
IFR	In-Flight Entertainment Center Instrument Flight Rules			
IGGS	Inert Gas Generation			
ILS	Instrument Landing S			
IMA	Integrated Modular A			
INTMT	Intermittent	VICTOR		
IP	Intermediate Pressur	<u> </u>		
IPTCC		e Turbine Case Cooling		
IR	Inertial Reference			
IRS	Inertial Reference S	System		
ISA	International Standar			
ISDU	Inertial Sensor Displa	•		
ISIS	Integrated Standby Instrument System			
J		,		
JFGW	Jettison Final Gross	Weight		
K				
KCCU	Keyboard and Cursor Control Unit			
L				
L/G	Landing Gear			
LAF	Load Alleviation Function			
LATC	Live Animal Transportation Calculation Tool			
LDCC	Lower Deck Cargo Compartment			
LED	Light Emitting Diode			
LEDU	List of Effective Docu	mentary Units		

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:		REVISION NO. 3	PAGE NO.		
Airbus A350		DATE: 02/16/2018		XVII	
		LIST OF ACRONYMS			
ACRONYM	DEFINITION				
LG	Landing Gear				
LGCIS	Landing Gear Contro	Interface System			
LGERS	Landing Gear Extens	sion and Retraction System			
LGMS	Landing Gear Monito	ring System			
LIE	Lightening Indirect E	ffect			
LOC	Localizer				
LOM	List Of Modifications				
LP	Low Pressure				
LPGC	Low Pressure Groun	d Cart			
LGCIS	Landing Gear Contro				
LGERS		sion and Retraction System			
LGMS	Landing Gear Monito	<u> </u>			
LIE	Lightening Indirect E	ffect			
LOC	Localizer				
LOM	List Of Modifications				
LP	Low Pressure				
LPGC	Low Pressure Groun	d Cart			
LS	Landing System				
LVDT	Linear Variable Differ	rential Transducer			
LW	Landing Weight				
M					
MAC	Mean Aerodynamic Chord				
MAINT	Maintenance				
MCA	Maintenance Central Access				
MAN		Manual			
MEA	Minimum Enroute Alt	itude			
MECH	Mechanics				
MEL	Minimum Equipment	List			
MES	Main Engine Start				
MFD	Multipurpose Flight D	vispiay			
MFP	Multifunction Probe	de Cere			
MLA	Maneuver Load Alley	riation			
MLG MLS	Main Landing Gear	System			
MLW	Microwave Landing S				
MM	Maximum Landing W Maintenance Messag				
MMEL	Master Minimum Equ				
MMO					
MMR	Maximum Operating Mach Multi-Mode Receiver				
MNPS	Multi-Mode Receiver  Minimum Navigation Performance Specification				
MOD	Modification Modification				
MON	Monitoring				
MORA	Minimum On-Route Altitude				
MP	Modification Proposal				
MPC	Maximum Passenger Capacity				
MPZC	Maximum Passenger Capacity  Maximum Permitted Zone Capacity				
MSA	Minimum Safe Altitude				
MTS	Mixer Temperature S				
IVIIO	I winder i ciliperature c	7011001			

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:		REVISION NO. 3	PAGE NO.		
Airbus A350		DATE: 02/16/2018		XVIII	
	LIST OF ACRONYMS				
ACRONYM	DEFINITION				
N					
$N_1$	Engine Low Pressure				
$N_2$	Engine Intermediate	Pressure Rotor Speed			
$N_3$	Engine High Pressur	e Rotor Speed			
N/A	Not Applicable				
NAA	National Aviation Aut	hority			
NAV	Navigation	-			
NAVAIDS	Navigation Aids				
NBSELV	Normal Brake Select	or Valve			
NEF	Nonessential Equipm	nent and Furnishings			
ND	Navigation Display				
NDU	Navigation Display U	nit			
NLG	Nose Landing Gear				
NRV	Negative Relief Valve	Э			
NSV	Normal Servo Valve				
NWS	Nose Wheel Steering	1			
0		,			
OAT	Outside Air Tempera	ture			
OCL	Oceanic Clearance				
OCU	Outflow Valve Contro	ol Unit			
ODMS	Oil Debris Monitoring				
OEI	One Engine Inoperat	· •			
OFV	Outflow Valve				
OHDC	Over Heat Detection	Card			
OIS	Onboard Information				
OMT	Onboard Maintenand				
OPS	Operations				
ORV	Overpressure Relief	Valve			
OSFC	Open-World Server F				
OVRD	Override				
P					
P/N	Part Number				
PA	Passenger Address				
PAX	Passenger				
pb	Push Button				
pb-sw	Push Button Switch				
PBE	Portable Breathing E	auipment			
PBSELV	Park Brake Selector				
PCU	Power Control Unit				
PDF	Portable Document Format				
PDMMF	Power Distribution Monitoring and Maintenance Function				
PDS	Pack Discharge Temperature Sensor				
PED	Portable Electronic D				
PERF	Performance				
PF	Pilot Flying				
PFCS	Primary Flight Control System				
PFD	Primary Flight Display				
PFDU	Primary Flight Display Unit				
PFR	Post-Flight Report	<i>y</i> = 0.1110			
	I i oot i light Nepolt				

# MASTER MINIMUM EQUIPMENT LIST

Airbus A350 DATE: 02/16/2018 XIX  LIST OF ACRONYMS  ACRONYM DEFINITION PFS Pack Flow Sensor PFTU Pedal Feel Trim Unit PHC Probes Heat Computer PLD Partial Lift Dumping PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker RGAU Rate Gyro-Accelerometer Unit
ACRONYM DEFINITION PFS Pack Flow Sensor PFTU Pedal Feel Trim Unit PHC Probes Heat Computer PLD Partial Lift Dumping PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PFS Pack Flow Sensor PFTU Pedal Feel Trim Unit PHC Probes Heat Computer PLD Partial Lift Dumping PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PFTU Pedal Feel Trim Unit PHC Probes Heat Computer PLD Partial Lift Dumping PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PHC Probes Heat Computer  PLD Partial Lift Dumping  PLT Pre-Land Test  PLV Pressure Limiting Valve  PM Pilot Monitoring  PRA Particular Risk Analysis  PRAM Pre-Recorded Announcement and Music Reproducer  PRIM PRIMary Flight Control and Guidance Computer  PRSOV Pressure Regulation and Shut Off Valve  PRV Pressure Regulation Valve  PSU Power Supply Unit  Q  QNH Sea Level Atmospheric Pressure  QRH Quick Reference Handbook  R  RA Radio Altitude  RAT Ram Air Turbine  RBCU Remote Braking Control Unit  RCCB Remote Control Circuit Breaker
PLD Partial Lift Dumping PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PLT Pre-Land Test PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PLV Pressure Limiting Valve PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PM Pilot Monitoring PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PRA Particular Risk Analysis PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PRAM Pre-Recorded Announcement and Music Reproducer PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PRIM PRIMary Flight Control and Guidance Computer PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit  Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PRSOV Pressure Regulation and Shut Off Valve PRV Pressure Regulation Valve PSU Power Supply Unit  Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PRV Pressure Regulation Valve PSU Power Supply Unit  Q QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
PSU Power Supply Unit  Q  QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook  R  RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook R RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
QNH Sea Level Atmospheric Pressure QRH Quick Reference Handbook  R  RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
QRH Quick Reference Handbook  R  RA Radio Altitude  RAT Ram Air Turbine  RBCU Remote Braking Control Unit  RCCB Remote Control Circuit Breaker
RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
RA Radio Altitude RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
RAT Ram Air Turbine RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
RBCU Remote Braking Control Unit RCCB Remote Control Circuit Breaker
RCCB Remote Control Circuit Breaker
RH Right Hand
RMP Radio Management Panel
RNAV Area Navigation
RNP Required Navigation Performance
RNP-AR Required Navigation Performance with Authorization Required
ROP Runway Overrun Protection
ROW Runway Overrun Warning
RSVR Reservoir
RTO Rejected Takeoff
RTOW Rejected Takeoff Weight
RVSM Reduced Vertical Separation Minimum
S Reduced Vertical Separation (Villimitan)
SAT Static Air Temperature
SATCOM Satellite Communication
SB Service Bulletin
SCI Secure Communication Interface
SD System Display
SDU System Display Unit
SEC SECondary Flight Control Computer
SELCAL Selective Call
SFCC Slat/Flap Control Computer
SFD Standby Flight Display
SID Standard Instrument Departure
SLS Satellite Landing System
SND Standby Navigation Display
SOH Summary of Highlights
SOP Standard Operating Procedure

# MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. 3 PAGE NO.					
Airbus A350		DATE: 02/16/2018	XX		
		LIST OF ACRONYMS			
ACRONYM	DEFINITION				
SPD	Speed				
SPDB	Secondary Power Dis	stribution Box			
SPP	Software Pin Program	ning			
SPU	Starter Power Unit				
SSA	System Safety Asses	ssment			
SSPC	Solid State Power Co	ontactor			
STAR	Standard Terminal A	rrival Route			
STBY	Standby				
SURV	Surveillance				
SYS	System				
T					
TAC	Taxiing Aid Camera				
TACKV	Trim Air non-return C	Check Valve			
TACS	Taxiing Aid Camera	System			
TAPRV	Trim Air Pressure Re	gulating Valve			
TAPS	Trim Air Pressure Se	nsor			
TAS	True Airspeed				
TASOV	Trim Air Shutoff Valv	e			
TAT	Total Air Temperatur	e			
TAV	Trim Air Valve				
TAWS	Terrain Awareness a	nd Warning System			
TCAS	Traffic Alert and Colli	sion Avoidance System			
TCS	Temperature Control	System			
TCV	Temperature Control	Valve			
THR	Thrust				
THS	Trimmable Horizonta	l Stabilizer			
TOC	Table of Contents				
TOGA	Takeoff/Go Around				
TOS	Takeoff Securing				
TOW	Takeoff Weight				
TPIC	Tire Pressure Indicat	ing Computer			
TPIS	Tire Pressure Indicat	ing System			
TR	Transformer Rectifier	r Unit			
TSM	Trouble Shooting Ma				
TTL	Taxi, Takeoff, and La				
TWDC	Tank Wall Data Cond	centrator			
U					
UCV	Unpressurized Comp				
UERF	Uncontained Engine Rotor Failure				
ULD	Unit Load Device				
UTC	Universal Coordinated Time				
V					
V <sub>1</sub>	Critical Engine Failure Speed				
$V_2$	Takeoff Safety Speed				
V/S	Vertical Speed				
VAC	Voltage Alternating Current				
VAPP	Approach Speed				
VC	Variable Camber				
VCC	Video Control Center				

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	TION ADMINISTRATION	REVISION NO. 3	PAGE NO.							
Airb	ous A350	DATE: 02/16/2018	XXI							
		LIST OF ACRONYMS								
ACRONYM	DEFINITION									
VCRU	Vapor Cycle Refrige	Vapor Cycle Refrigeration Unit								
VCS	Ventilation Control System									
VD	Vertical Display									
VENT	Ventilation									
VFE	Maximum Speed for	each Flap Configuration								
VFG	Variable Frequency	Generator								
VFR	Visual Flight Rules									
VHF	Very High Frequency	У								
VIGV	Variable Inlet Guide	Vane								
VLE	Max Landing Gear E	xtended Speed								
VMC	Visual Meteorologica	al Conditions								
VMCA	Minimum Control Sp	eed in Flight								
VMCG	Minimum Control Sp	Minimum Control Speed on Ground								
VMO	Maximum Operating Speed									
VMU	Minimum Unstick Speed									
VOZC	Volatile Organic Compound and Ozone Converter									
VOR	VHF Omnidirectiona	l Range								
VQAR	Virtual Quick Access	Recorder								
VR	Rotation Speed									
VS	Reference Stalling S	peed								
VTP	Vertical Tail Plane									
W										
W&ES	Wing and Engine So	an (lights)								
W	Weight									
WBBC		Backup Computation								
WBS	Weight and Balance	System								
WD	Warning Display									
WDU	Warning Display Uni									
WETS	Water Extractor Tem	perature Sensor								
WIPS	Wing Ice Protection	System								
WRDC	Wheel Remote Data	Concentrator								
WTB	Wing Tip Brake									
WV	Weight Variant									
WX	Weather									
X										
XML	Extensible Markup L	anguage								

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Airbus A350	RE'			IO. 3 2/16/2018	PAGE NO. 21-1				
		ММ	EL T	ABL	E KEY					
SYSTEM & SEQUENCE	ITEM	1. F	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH							
NO.			4. REMARKS OR EXCEPTIONS							
21. AIR CON	DITIONING					12:				
Sequence No.	Item	1	2	3	4	Change Bar				
21-01	AIR Overhead Panel									
21-01-01	PACK 1(2) pb-sw FAULT light									
21-01-01A		С	2	0	One or both n	nay be inoperative.				
21-01-02	PACK 1(2) pb-sw OFF light									
21-01-02A		С	2	0	One or both n	nay be inoperative.				
21-01-03	RAM AIR pb-sw ON light									
21-01-03A		С	1	0	May be inope	rative.				
21-01-04	HOT AIR 1(2) pb-sw FAULT light									
21-01-04A		С	2	0	One or both n	nay be inoperative.				
21-01-05	HOT AIR 1(2) pb-sw OFF light									
21-01-05A		С	2	0	One or both n	nay be inoperative.				
21-01-06	CKPT HI VENT pb-sw ON light				Deleted, Revi	sion 2.				
21-01-07	WINDSHIELD DEFOG pb-sw ON light									
21-01-07A		С	1	0	May be inope	rative.				
21-01-31	AIR FLOW selector									
21-01-31A		С	1	0	(O) May be in	operative.				

AIRCRAFT:	VIATION ADMINISTRAT  Airbus A350			_	IO. 3 2/16/2018	PAGE NO. 21-2
	Allbus Aooo	BABAI				21-2
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH
0.00 10.000 0.000 0.000					4. REMARKS	OR EXCEPTIONS
1. AIR CON	ı	1 4			1.	
1-02	CABIN PRESS	1	2	3	4	
	Overhead Panel					
21-02-01	CABIN ALT MODE pb-sw MAN light					
21-02-01A		С	1	0	(O) May be in	operative.
1-02-02	CABIN V/S MODE pb-sw MAN light					
21-02-02A		С	1	0	(O) May be in	operative.
1-02-03	DITCHING pb-sw ON light					
21-02-03A		С	1	0	(O) May be in	operative.

AIRCRAFT:	VIATION ADMINISTRATION AIRBURGE A350				IO. 3 2/16/2018	PAGE NO. 21-3				
	Alibus A550	BABAI	MMEL TABLE KEY							
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		_			CATEGORY					
SYSTEM &	1771				BER INSTALL	ED				
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH				
NO.		4. REMARKS OR EXCEPTIONS								
21. AIR CON	IDITIONING									
Sequence No.	Item	1	2	3	4	Cha B				
21-03	CARGO AIR COND Overhead Panel									
21-03-01	BULK HEATER pb-sw FAULT light									
21-03-01A		С	1	0	May be inope	erative.				
21-03-02	BULK HEATER pb-sw OFF light									
21-03-02A		С	1	0	May be inope	erative.				
21-03-03	BULK ISOL VALVES pb-sw FAULT light									
21-03-03A		С	1	0	May be inope	erative.				
21-03-04	BULK ISOL VALVES pb-sw OFF light									
21-03-04A		С	1	0	May be inope	erative.				
21-03-05 ***	FWD ISOL VALVES pb-sw FAULT light (Aircraft with MP L41091/ MOD 100333)									
21-03-05A		С	1	0	May be inope	erative.				
21-03-06 ***	FWD ISOL VALVES pb-sw OFF light (Aircraft with MP L41091/ MOD 100333)									
21-03-06A		С	1	0	May be inope	erative.				

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MAQTE	ER MINIMUM EQUIPMEN	ГПСТ
FEDERAL A	VIATION ADMINISTRATI	ON			IVIAOTE	-IX IVIIINIIVIOIVI EQUIFIVIEIN	LIST
AIRCRAFT:	Airbus A350	RE'			O. 3 2/16/2018	PAGE NO. 21-4	
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	DITIONING	<u> </u>			7. INDIVINIO	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
21-03	CARGO AIR COND Overhead Panel						_   Bui
21-03-07 ***	AFT ISOL VALVES pb-sw FAULT light (Aircraft with MP L41093/ MOD 100335)						
21-03-07A		С	1	0	May be inope	erative.	
21-03-08 ***	AFT ISOL VALVES pb-sw OFF light (Aircraft with MP L41093/ MOD 100335)						
21-03-08A		C	1	0	May be inope	erative.	

AIRCRAFT:	IATION ADMINISTRATIO				O. 3 2/16/2018	PAGE NO. 21-5
<u>,                                      </u>		ММ			E KEY	210
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH OR OR EXCEPTIONS
21. AIR COND	DITIONING					
	ltem	1	2	3	4	
21-04	VENT Overhead Panel					
21-04-01	COOLG pb-sw FAULT light					
21-04-01A		D	1	0	May be inope	erative.
21-04-02	COOLG pb-sw OFF light					
21-04-02A		D	1	0	May be inope	erative.
21-04-03	CAB FANS pb-sw OFF light				,	
21-04-03A		С	1	0	May be inope	erative.
21-04-04	AVNCS EXTRACT pb-sw FAULT light					
21-04-04A		С	1	0	May be inope	erative.
21-04-05	AVNCS EXTRACT pb-sw OVRD light					
21-04-05A		С	1	0	May be inope	erative.

	TMENT OF TRANSPORTA		V		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O 3	PAGE NO.	
AIRORAI I.	Airbus A350	114			2/16/2018	21-6	
		ммі	FLT	ΔBI	E KEY		
OVOTENA O					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	IUMI	BER INSTALL	ED	
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
04 AID 001	IDITIONING				4. REMARKS	OR EXCEPTIONS	
21. AIR CON	1	1	2	3	4		Change
Sequence No.	ALD MAINTENANCE	ı	2	3	4		Bar
21-05	AIR MAINTENANCE Overhead Panel						
21-05-01 ***	GND COOLG AVNCS pb-sw OFF light (Aircraft with MP L41095/ MOD 100336)						
21-05-01A		D	1	0	May be inope	rative.	

AIRCRAFT:	/IATION ADMINISTRATION Airbus A350				IO. 3 2/16/2018	PAGE NO. 21-7
	7 111 200 7 1000	MANA			E KEY	217
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS
21. AIR CON		1	1	ı	1	
Sequence No.	Item	1	2	3	4	
21-07	Indications on SD pages					
21-07-01	Indications on the BLEED SD page					
21-07-01-01	Pack Temperature Monitoring on the BLEED SD page					
21-07-01-01A		С	4	0	One or more	may be inoperative.
21-07-01-02	Pack Valve Position Monitoring on the BLEED SD page					
21-07-01-02A		C	2	0	provided that both associat	oth may be inoperative the closure function of ed pack valves is checked the <u>BLEED</u> SD page.

FEDERAL A\ AIRCRAFT:	/IATION ADMINISTRATIC		<u>/ SIC</u>	N NC	IO. 3	PAGE NO.			
	Airbus A350				2/16/2018	21-8			
		MMI	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALLE		_		
NO.			NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS						
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4	Cł	han Ba		
21-07	Indications on SD pages								
21-07-03	Indications on the COND SD page								
21-07-03-01	Hot Air Valve Position Monitoring on the COND SD page								
21-07-03-01A		С	2	0	provided that both associate	oth may be inoperative the closure function of ed pack valves is checked the <u>BLEED</u> SD page.			
21-07-03-02	Cockpit Temperature Monitoring on the COND SD page								
21-07-03-02A		D	1	0	(O) May be in	operative.			
21-07-03-03	Cabin Zone Temperature Monitoring on the COND SD page								
21-07-03-03A		D	_	0	(O) One or mo	ore may be inoperative.	I		

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				O. 3 2/16/2018	PAGE NO. 21-9	
	Alibus A000	BABAI				21-5	
SYSTEM & SEQUENCE	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL	ED UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
21. AIR CON	DITIONING				'		
Sequence No.	Item	1	2	3	4		Chang Bar
21-09	Dispatch Messages						
21-09-01	AIR OVHT ON FUEL INERTING 1(2) Message				Deleted, Revi	ision 2.	
21-09-02	AIR PACK 1(2) REGUL DEGRADED Message						
21-09-02A		С	_	_	One or both r DISPATCH p	may be displayed on the age.	I
21-09-03	AIR PRESS LO ON FUEL INERTING 1(2) Message				Deleted, Revi	ision 2.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 21-10
	711100071000	BABA				21 10
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR C		UIRED FOR DISPATCH
01 AID COM	IDITIONING				4. REMARKS	OR EXCEPTIONS
equence No.	Item	1	2	3	4	1
21-09	Dispatch Messages				-	
21-09-04	CAB PRESS ABNORMAL LEAKAGE Message					
21-09-04A		С	_	_	May be displa page.	ayed on the <u>DISPATCH</u>
21-09-05	CAB PRESS MAN CTL DEGRADED Message					
21-09-05A		D	_	_	May be displa page.	ayed on the <u>DISPATCH</u>

FEDERAL AT AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	א ואכ	O. 3 PAGE NO.				
_	Airbus A350	REVISION NO. 3 PAGE NO. 21-11							
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
21. AIR CON	DITIONING		ı						
Sequence No.	Item	1	2	3	4	Change Bar			
21-20	Distribution								
21-20-01	Fan Automatic Shutoff Control								
21-20-01A		А	-	0	One or more may be inoperative for 10 consecutive calendar-days.				
21-20-02	Mixer Pressure Sensor								
21-20-02A	One or two sensors inoperative	D	4	2	One or two may be inoperative.				
21-20-02B	Three sensors inoperative	С	4	1	Three may be inoperative.				
21-20-03	Ventilation Control Redundancy								
21-20-03A		С	1	0	May be inoperative.				
21-20-04	Ventilation Local Control Redundancy								
21-20-04A		С	1	0	May be inoperative.				

AIRCRAFT:		RE'	VISIC				
	Airbus A350				2/16/2018 21-12		
		_			E KEY		
SYSTEM &	1. [		AIR CATEGORY NUMBER INSTALLED				
SEQUENCE	ITEM		2. 1	3. NUMBER REQUIRED FOR DISPATCH			
NO.				0. 1	4. REMARKS OR EXCEPTIONS		
21. AIR CON	IDITIONING		<u> </u>		,		
Sequence No.	Item	1	2	3	4	Char Ba	
21-21	Cabin Fresh/Recirculated AIR Distribution						
21-21-01	Cabin Fan						
21-21-01A	One cabin fan inoperative	D	4	3	One may be inoperative.		
21-21-01B	Two cabin fans inoperative (Aircraft without MP L41091/ MOD 100333)	С	4	2	<ul> <li>(O) Two may be inoperative provided that:</li> <li>1) Both air conditioning packs are checked operative, and</li> <li>2) Both engine bleed air systems are operative.</li> </ul>		
21-21-01C	Two cabin fans inoperative (Aircraft with MP L41091/ MOD 100333)	С	4	2	<ul> <li>(O) Two may be inoperative provided that:</li> <li>1) Both air conditioning packs are checked operative, and</li> <li>2) Both engine bleed air systems are operative, and</li> <li>3) The FWD TEMP REGUL selector is set to OFF.</li> </ul>		
21-21-02	Cabin Fan Monitoring						
21-21-02A		С	1	0	May be inoperative.		
21-21-03	Cabin Filter Clogged						
21-21-03A		A	4	0	One or more may be clogged for 30 consecutive calendar-days.		

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO			<del></del>			
AIRCRAFT: Airbus A350		REVISION NO. 3 DATE: 02/16/2018				PAGE NO. 21-13	
		ММІ	EL T	ABL	E KEY		
0)/07514.0					CATEGORY		
SYSTEM &	2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.				20000000	4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING	-	-				
Sequence No.	Item	1	2	3	4		Change Bar
21-22	Cockpit Air Distribution						
21-22-01	Cockpit Individual Valve						
21-22-01A		D	6	0	One or more	may be inoperative.	
21-22-02	Cockpit HI VENT Valve				Deleted, Revi	sion 2.	

AIRCRAFT:	A: I ACTO	RE\			IO. 3 PAGE NO.		
	Airbus A350				2/16/2018 21-14		
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. [	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING				14. NEWAKKO OK EXCEL HONO		
Sequence No.	Item	1	2	3	4	Chan	
21-23	Compartment Air Extraction						
21-23-01	Lavatory and Galley Extraction System						
21-23-01A	Lavatory and galley extraction system inoperative	С	-	0	(O) May be inoperative.		
21-23-01B	Lavatory and galley extraction system operative only in flight	С	-	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) The affected lavatory and galley isolation valve is deactivated in the open position, and</li> <li>2) Both engine bleed air systems are operative, and</li> <li>3) Both air conditioning packs are checked operative, and</li> <li>4) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and</li> <li>5) One avionics extraction fan is operative.</li> </ul>		
21-23-02	Lavatory and Galley Extraction Fan						
21-23-02A		С	-	0	(O) May be inoperative.		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:					O. 3 PAGE NO.						
	Airbus A350		DAT	E: 0	2/16/2018 21-15						
					E KEY						
SYSTEM &		1.1	. REPAIR CATEGORY  2. NUMBER INSTALLED								
SEQUENCE	ITEM		3. NUMBER REQUIRED FOR DISPATCH								
NO.		4. REMARKS OR EXCEPTIONS									
21. AIR CON	IDITIONING										
Sequence No.	Item	1	2	3	4 Change Bar						
21-23	Compartment Air Extraction										
21-23-03	Lavatory and Galley Isolation Valve										
21-23-03A	Lavatory and galley isolation valve inoperative in the closed position	С	-	0	May be inoperative in the closed position.						
21-23-03B	Lavatory and galley isolation valve deactivated in the closed position	С	-	0	(M) May be inoperative provided that the lavatory and galley isolation valve is deactivated in the closed position.						
21-23-03C	Lavatory and galley isolation valve inoperative in the open position	С		0	(O) May be inoperative in the open position provided that:  1) Both engine bleed air systems are operative, and 2) Both air conditioning packs are checked operative, and 3) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and 4) One avionics extraction fan is operative.						

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST				
	VIATION ADMINISTRATIO										
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 21-16					
		ммі	EL T	ABL	E KEY						
OVOTENA		_			CATEGORY						
SYSTEM &	ITEM		2. N	IUMI	BER INSTALL	ED					
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH					
110.		4. REMARKS OR EXCEPTIONS									
21. AIR CON	21. AIR CONDITIONING										
Sequence No.	Item	1	2	3	4		Change Bar				
21-25	Unpressurized Compartments Ventilation										
21-25-01	Pack Bay Ventilation										
21-25-01A		С	2	1	(O) One may	be inoperative.					

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 3 PAGE NO. 21-17						
	Airbus A350							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4	Chang Bar		
21-26	Avionics Equipment Ventilation					•		
21-26-01	Avionics Backup Valve							
21-26-01A	One avionics backup valve inoperative in the open position and opposite avionics backup valve operative	С	2	1	One may be inoperative in the open position provided that the opposite avionics backup valve is operative.			
21-26-01B	One avionics backup valve inoperative and deactivated in the open position and opposite avionics backup valve operative	С	2	1	<ul> <li>(M) One may be inoperative provided that:</li> <li>1) The affected avionics backup valve is deactivated in the open position, and</li> <li>2) The opposite avionics backup valve is operative.</li> </ul>			
21-26-01C	Both avionics backup valves inoperative in the open position	Α	2	0	Both may be inoperative in the open position for three flights.			
21-26-01D	Both avionics backup valves inoperative and deactivated in the open position	A	2	0	(M) Both may be inoperative for three flights provided that both avionics backup valves are deactivated in the open position.			

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U.S. DEPAR	TMENT OF TRANSPORT	AHOI	N		MASTE	R MINIMUM EQUIPMENT I	ICT	
FEDERAL A	VIATION ADMINISTRATIO	N			WASTE	IN MINIMONI EQUIPMENT		
AIRCRAFT:			VISIC	N NC	O. 3	PAGE NO.		
	Airbus A350		DAT	E: 02	2/16/2018	21-18		
		MMI	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH						
NO.				3. N		OR EXCEPTIONS		
21. AIR CON	DITIONING				1 4. INEIWAINIO	OK EXOLI HONO		
Sequence No.	Item	1	2	3	4		Change Bar	
21-26	Avionics Equipment Ventilation						Dui	
21-26-02	Avionics Blowing Degraded							
21-26-02A	One avionics blowing degraded	С	2	1	1) During avionic from the from a group,	PU ECON MODE is		
21-26-02B	Both avionics blowing degraded	A	2	0	three flights portion 1) Both a checked 2) During avionic from the group,	ir conditioning packs are ed operative, and ground operations, as ventilation is provided ne air conditioning pack or n external air conditioning and PU ECON MODE is		

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350	_			O. 3 2/16/2018	PAGE NO. 21-19				
	711100371000	ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM		REP/	AIR (	CATEGORY BER INSTALL JUMBER REQ	ED QUIRED FOR DISPATCH S OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Chang			
21-26	Avionics Equipment Ventilation						Dai			
21-26-03	<b>Avionics Blowing Fan</b>									
21-26-03A	One avionics blowing fan inoperative	С	2	1	that:  1) During avioning from the from a group	APU ECON MODE is				
21-26-03B	Both avionics blowing fans inoperative	A	2	0	three flights p  1) Both a check 2) During avioni from t from a	air conditioning packs are sed operative, and g ground operations, ics ventilation is provided the air conditioning pack or an external air conditioning to, and APU ECON MODE is				

AIRCRAFT:	VIATION ADMINISTRATION		VISIC	ON N	O. 3 PAGE NO.
	Airbus A350		DAT	E: 0	2/16/2018 21-20
					E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
	Item	1	2	3	4
Sequence No. 21-26	Avionics Equipment Ventilation	<u> </u>	2	3	4
21-26-04	Avionics Blowing System				
21-26-04A	One avionics blowing system inoperative	С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The affected backup valve is deactivated in the open position, and</li> <li>2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and</li> <li>3) The APU ECON MODE is not used.</li> </ul>
21-26-04B	Both avionics blowing systems inoperative	A	2	0	<ul> <li>(M)(O) Both may be inoperative for three flights provided that: <ol> <li>Both backup valves are deactivated in the open position, and</li> <li>Both air conditioning packs are operative, and</li> <li>During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and</li> <li>The APU ECON MODE is not used.</li> </ol> </li></ul>
21-26-05	Avionics Cooling Effect Detector				
21-26-05A	One avionics cooling effect detector inoperative	С	2	1	One may be inoperative.
21-26-05B	Both avionics cooling effect detectors inoperative	A	2	0	Both may be inoperative for three flights.

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350		VISIC DAT	_	O. 3 PAGE 1	NO. 21-21
	711154671666	ММ			E KEY	
SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM		REP/	AIR (	CATEGORY BER INSTALLED IUMBER REQUIRED F 4. REMARKS OR EXC	
Sequence No.	Item	1	2	3	4	
21-26	Avionics Equipment Ventilation					
21-26-06	Avionics Extraction Fan					
21-26-06A	One avionics extraction fan inoperative	С	2	1	One may be inoperative	/e.
21-26-06B	Both avionics extraction fans inoperative	В	2	0	set to OVRD, a 2) The VENT AVI	XTRACT pb-sw is and NCS EXTRACT t displayed on the
21-26-07	Avionics Fan Monitoring					
21-26-07A		С	1	0	May be inoperative.	
21-26-08	Avionics Filter Clogged					
21-26-08A		A	2	0	One or both may be cl 30 consecutive calend	

Airbus A350	KE			IO. 3 PAGE NO. 21-22
	ММІ	EL T	ABL	E KEY
ITEM		REP/	AIR C	
IDITIONING				
Item	1	2	3	4 Cr
Avionics Equipment Ventilation				
Avionics Inboard Valve				
Avionics inboard valve inoperative in the open position	С	1	0	May be inoperative in the open position provided that one avionics extraction fan is operative.
Avionics inboard valve deactivated in the open position	С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The avionics inboard valve is deactivated in the open position, and</li> <li>2) One avionics extraction fan is operative.</li> </ul>
Avionics inboard valve deactivated in the closed position	С	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) The avionics inboard valve is deactivated in the closed position, and</li> <li>2) The AVNCS EXTRACT pb-sw is set to OVRD, and</li> <li>3) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.</li> </ul>
Avionics Overboard Valve Big Flap Redundancy				
	D	1	0	May be inoperative.
	ITEM  Item  Avionics Equipment Ventilation  Avionics Inboard Valve  Avionics inboard valve inoperative in the open position  Avionics inboard valve deactivated in the open position  Avionics inboard valve deactivated in the open position  Avionics inboard valve deactivated in the closed position  Avionics Overboard Valve Big Flap	ITEM  ITEM  ITEM  ITEM  ITEM  Item  Avionics Equipment Ventilation  Avionics Inboard valve inoperative in the open position  Avionics inboard valve deactivated in the open position  Avionics inboard valve deactivated in the closed position  Avionics Overboard Valve Big Flap Redundancy	ITEM  ITEM	ITEM  ITEM

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350				2/16/2018	21-23	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLE		
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON	DITIONING				4. INLIMATING	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
21-26	Avionics Equipment						Dai
2. 20	Ventilation						
21-26-11	Avionics Overboard Valve Big Flap						
21-26-11A	Avionics overboard valve big flap inoperative in the closed position	С	1	0	May be inoper position.	ative in the closed	
21-26-11B	Avionics overboard valve big flap set and checked in the closed position	В	1	0	1) The AV set to 0 2) The av	operative provided that: /NCS EXTRACT pb-sw is OVRD, and rionics overboard valve big checked in the closed n.	
21-26-11C	Avionics overboard valve big flap inoperative in the open position	С	1	0	position provid 1) ETOPS 2) The flig 3) Alterna	S is not conducted, and ght is not pressurized, and ate procedures are shed and used for ground	
21-26-12	Avionics Overboard Valve Small Flap						
21-26-12A	Avionics overboard valve small flap inoperative in the closed position	С	1	0		operative in the closed led that the FWD outflow ed operative.	
21-26-12B	Avionics overboard valve small flap inoperative in the open position	С	1	0	position provid	operative in the open led that alternate e established and used for g.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LIS	ST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIC		/1910	A IAC	IO. 3	PAGE NO.	
AIRORAI I.	Airbus A350	11			2/16/2018	21-24	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING			<u> </u>	1 4. INEMIARKO	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		hange Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-01	BULK Cargo Compartment Extraction Fan						
21-28-01A		С	1	0	(O) May be in	operative.	
21-28-02	BULK Cargo Compartment Isolation Valve						
21-28-02A	BULK cargo compartment isolation valve inoperative in the closed position	С	2	0	(O) One or bo the closed pos	oth may be inoperative in sition.	
21-28-02B	BULK cargo compartment isolation valve deactivated in the closed position	С	2	0	provided that	r both may be inoperative the affected valve is the closed position.	
21-28-02C	BULK cargo compartment isolation valve inoperative in the open position	С	2	0	the open position procedures are ensure the BU remains empty only empty cat ballast (ballast and/or Fly Aw NOTE: Operation which inclusi	tor MELs should define items are approved for on in the Fly Away Kits hich materials can be used	

	VIATION ADMINISTRATIO		// 0: -			DAGE NO			
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 21-25			
		ММІ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		PAIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON		1	2	2	4		Chang		
Sequence No. 21-28	Lower Deck Cargo Compartment Ventilation and Cooling	1	2	3	4		Bar		
21-28-03	BULK Cargo Compartment Extraction Fan Shutoff Control								
21-28-03A	BULK ISOL VALVES pb-sw set to ON	А	1	0	May be inope 10 consecuti	erative for ve calendar-days.			
21-28-03B	BULK ISOL VALVES pb-sw set to OFF	С	1	0		noperative provided that the VALVES pb-sw is set to			
21-28-04	Bulk Cargo Compartment Extraction Fan Monitoring								
21-28-04A		С	1	0	May be inope	erative.			
21-28-05 ***	FWD Cargo Compartment Extraction Fan (Aircraft with MP L41091/ MOD 100333)								
21-28-05A		D	1	0	(O) May be in	noperative.			

IIS DEDAD	TMENT OF TRANSPORTA	TIOI	NI.					
0.0. DEI AIX	TIVILINI OF TRAINOLORY	11101	V		MASTE	R MINIMUM EQUIPMENT L	JIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	A !	RE\			O. 3	PAGE NO.		
	Airbus A350				2/16/2018	21-26		
		_			E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLI	=n		
SEQUENCE	ITEM		2. 1					
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING				11112111111111	01(2/(02) 1101(0		
Sequence No.	Item	1	2	3	4		Change Bar	
21-28	Lower Deck Cargo Compartment Ventilation and Cooling							
21-28-06 ***	FWD Cargo Compartment Isolation Valve (Aircraft with MP L41091/ MOD 100333)							
21-28-06A	FWD cargo compartment isolation valve inoperative in the closed position	D	I	0	(O) One or mother closed pos	ore may be inoperative in sition.	I	
21-28-06B	FWD cargo compartment isolation valve deactivated in the closed position	D	1	0	provided that compartment	r more may be inoperative the affected FWD cargo isolation valve is the closed position.	I	
21-28-06C	FWD cargo compartment isolation valve inoperative in the open position	С		0	the open posi procedures arensure the FV remains empt only empty caballast (ballast and/or Fly Aw NOTE: Opera which inclusi	tor MELs should define items are approved for on in the Fly Away Kits hich materials can be used		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		NAAOTE		ICT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT I	LIST
AIRCRAFT:	Airbus A350				O. 3 2/16/2018	PAGE NO. 21-27	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	IDITIONING			<u></u>	4. NEWARKS	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						Jui
21-28-07 ***	FWD Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41091/ MOD 100333)						
21-28-07A	FWD ISOL VALVES pb-sw set to ON	Α	1	0	May be inoper 10 consecutive	rative for e calendar-days.	
21-28-07B	FWD ISOL VALVES pb-sw set to OFF	D	1	0		operative provided that the ALVES pb-sw is set to	
21-28-08 ***	FWD Cargo Compartment Cold Air Valve (Aircraft with MP L41091/ MOD 100333)						
21-28-08A		D	1	0	` ' ' '	e inoperative provided that live is deactivated in the n.	
21-28-09 ***	FWD Cargo Compartment Cold Air Valve Regulation (Aircraft with MP L41091/ MOD 100333)						
21-28-09A		С	1	0	May be inope	rative.	

	TMENT OF TRANSPORTA		<b>N</b>		MASTE	R MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	A interes   A 0 5 0	RE\			O. 3	PAGE NO.	
	Airbus A350		DAI	E: 02	2/16/2018	21-28	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALL		
NO.				3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						01
Sequence No.	Item	1	2	3	4		Change Bar
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-10 ***	AFT Cargo Compartment Extraction Fan (Aircraft with MP L41093/ MOD 100335)						
21-28-10A		D	1	0	(O) May be in	operative.	
21-28-11 ***	AFT Cargo Compartment Isolation Valve (Aircraft with MP L41093/ MOD 100335)						
21-28-11A	AFT cargo compartment isolation valve inoperative in the closed position	D	3	0	(O) One or mothe closed pos	ore may be inoperative in sition.	
21-28-11B	AFT cargo compartment isolation valve deactivated in the closed position	D	3	0	provided that	r more may be inoperative the affected AFT cargo valve is deactivated in the n.	
21-28-11C	AFT cargo compartment isolation valve inoperative in the open position	С	3	0	the open posi procedures arensure the AF remains empt only empty caballast (ballast and/or Fly Aw NOTE: Opera which inclusi	tor MELs should define items are approved for on in the Fly Away Kits hich materials can be used	

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3 PAGE N	IO.	
	Airbus A350		DAT	E: 0	2/16/2018	21-29	
					E KEY		
SYSTEM &		1. F			ATEGORY BER INSTALLED		
SEQUENCE	ITEM		2. 1		IUMBER REQUIRED F	OR DISPATCH	
NO.				(53)-3	4. REMARKS OR EXC		
21. AIR CON	T						Cham
Sequence No.	Item	1	2	3	4		Chan Bai
21-28	Lower Deck Cargo Compartment Ventilation and Cooling						
21-28-12 ***	AFT Cargo Compartment Extraction Fan Shutoff Control (Aircraft with MP L41093/ MOD 100335)						
21-28-12A	AFT ISOL VALVES pb-sw set to on	А	1	0	May be inoperative for 10 consecutive calendary	ar-days.	
21-28-12B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative AFT ISOL VALVES pb-		
21-28-13 ***	AFT Cargo Compartment Extraction Fan Monitoring (Aircraft with MP L41093/ MOD 100335)						
21-28-13A	AFT ISOL VALVES pb-sw set to on	С	1	0	May be inoperative.		
21-28-13B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(O) May be inoperative AFT ISOL VALVES pb-		

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.
	Airbus A350		DAT	E: 02	2/16/2018	21-30
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.			6	Gibels.		OR EXCEPTIONS
21. AIR CON	IDITIONING	1				To
Sequence No.	Item	1	2	3	4	Change Bar
21-29	Commercial Equipment Ventilation					
21-29-01 ***	IFE Bay Ventilation (Aircraft with MP L41208/ MOD 100618)					
21-29-01A		D	1	0	(O) May be in	operative.
21-29-02 ***	IFE Bay Isolation (Aircraft with MP L41208/ MOD 100618)					
21-29-02A	IFEC pb-sw set to ON	С	1	0	May be inope	rative.
21-29-02B	IFEC pb-sw set to OFF	D	1	0	(O) May be in IFEC pb-sw is	operative provided that the set to OFF.
21-29-03 ***	PAX BBAND Ventilation (Aircraft with MP L41209/ MOD 100606)					
21-29-03A		D	1	0	(O) May be in	operative.
21-29-04 ***	PAX BBAND Isolation (Aircraft with MP L41209/ MOD 100606)					
21-29-04A	PAX BBAND pb-sw set to ON	С	1	0	May be inope	rative.
21-29-04B	PAX BBAND pb-sw set to OFF	D	1	0	` '	operative provided that the pb-sw is set to OFF.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 21-31
		ммі	FL T	ΔBI	E KEY	
Kipi Kiri bi bi Kiri Kiri Kiri Kiri Kiri Ki					CATEGORY	
SYSTEM &					BER INSTALLI	ED
SEQUENCE	ITEM					UIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
21. AIR CON	IDITIONING	<u> </u>		<u></u>	7. IXEMPUTATO	OK EXCELLIONS
Sequence No.	Item	1	2	3	4	Change
		•		J	7	Bar
21-29	Commercial Equipment Ventilation					
21-29-05 ***	IFE Bypass Valve (Aircraft with MP L41210/ MOD 100367)					
21-29-05A	IFE bypass valve inoperative in the closed position	D	1	0	May be inope position.	rative in the closed
21-29-05B	IFE bypass valve deactivated in the closed position	D	1	0		operative provided that it I in the closed position.
21-29-05C	IFE bypass valve inoperative in the open position	D	1	0	(O) May be in position.	operative in the open
21-29-06 ***	Commercial Equipment Ventilation Extraction Fan					
21-29-06A	One commercial equipment ventilation extraction fan inoperative	D	2	1	One may be i	noperative.
21-29-06B	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568)	D	2	0	(O) Both may	be inoperative.
21-29-06C	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568, L60272/ MOD 100672, and L60273/ MOD 100673)	D	2	0	that the CCR0 considered in Refer to Item	be inoperative provided C temperature control is operative. 21-60-05, Crew Rest Temperature Control.

		N		MASTE	R MINIMUM EQUIPMENT L	JST
VIATION ADMINISTRATIO		/1016	) NI NI	IO 3	DAGE NO	
Airbus A350	KE					
	БЛВЛІ					
	_					
ITEM.					ED	
IIEM						
				4. REMARKS	OR EXCEPTIONS	
DITIONING		1				
Item	1	2	3	4		Change Bar
Commercial Equipment Ventilation						
Commercial Equipment Ventilation Extraction Fan Monitoring (Aircraft with MP L41193/ MOD 100568)						
IFEC pb-sw and PAX BBAND pb-sw set to ON	С	1	0	May be inope	rative.	
IFEC pb-sw and PAX BBAND pb-sw set to OFF	D	1	0	1) The IF and	FEC pb-sw is set to OFF,	
	Airbus A350  ITEM  ITEM  DITIONING  Item  Commercial Equipment Ventilation Extraction Fan Monitoring (Aircraft with MP L41193/ MOD 100568)  IFEC pb-sw and PAX BBAND pb-sw set to ON  IFEC pb-sw and PAX BBAND pb-sw set	Airbus A350  MMI  ITEM  ITEM	Airbus A350  MMEL T.  ITEM  IT	Airbus A350  REVISION N DATE: 0:  MMEL TABL  1. REPAIR 0  2. NUM  3. N  DITIONING  Item 1 2 3  Commercial Equipment Ventilation  Equipment Ventilation  Extraction Fan  Monitoring (Aircraft with MP L41193/ MOD 100568)  IFEC pb-sw and PAX BBAND pb-sw set to ON  IFEC pb-sw and PAX BBAND pb-sw set	Airbus A350  REVISION NO. 3 DATE: 02/16/2018  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALL 3. NUMBER REQ 4. REMARKS  DITIONING  Item 1 2 3 4  Commercial Equipment Ventilation  Commercial Equipment Ventilation Extraction Fan Monitoring (Aircraft with MP L41193/ MOD 100568)  IFEC pb-sw and PAX BBAND pb-sw set to ON  IFEC pb-sw and PAX BBAND pb-sw set to OFF  To May be inope in the Indian of the Indi	MASTER MINIMUM EQUIPMENT L   VIATION ADMINISTRATION

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 21-33	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
21. AIR CON	DITIONING				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
21-31	Pressure Control and Monitoring			-		В
21-31-01	Automatic Cabin Pressure Control Redundancy					
21-31-01A		С	1	0	May be inoperative.	
21-31-02	Automatic Cabin Pressure Control					
21-31-02A	One automatic cabin pressure control inoperative and CABIN ALT MODE operative	С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The other automatic cabin pressure control is checked operative, and</li> <li>2) The manual CABIN ALT MODE is checked operative.</li> </ul>	I
21-31-02B	One automatic cabin pressure control inoperative and manual CABIN V/S MODE operative	С	2	1	(M)(O) One may be inoperative provided that:  1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.	I
21-31-02C	Both automatic cabin pressure controls inoperative	С	2	0	<ul> <li>(M)(O) Both may be inoperative provided that:</li> <li>1) ETOPS is not conducted, and</li> <li>2) The flight is not pressurized, and</li> <li>3) The manual cabin pressure control is checked operative.</li> </ul>	

	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	Airbus A350	RE'			O. 3 PAGE NO. 21-34	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	Item	1	2	3	4	Change
21-31	Pressure Control and Monitoring	'	2	3	•	Bar
21-31-03	Cabin Pressure Sensor of Automatic Cabin Pressure Control (OCU COM section)					
21-31-03A	One sensor inoperative and manual CABIN ALT MODE operative	С	2	1	(O) One may be inoperative provided that the manual CABIN ALT MODE is checked operative.	
21-31-03B	One sensor inoperative and manual CABIN V/S MODE operative	С	2	1	(O) One may be inoperative provided that the manual CABIN V/S MODE is checked operative.	
21-31-04	Manual Cabin Pressure Control					
21-31-04A		С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The manual cabin pressure control is deactivated, and</li> <li>2) Both automatic cabin pressure controls are checked operative.</li> </ul>	
21-31-05	Manual CABIN ALT MODE					
21-31-05A	Both automatic cabin pressure control systems operative	С	1	0	(M)(O) May be inoperative provided that both automatic cabin pressure controls are checked operative.	
21-31-05B	Only one automatic cabin pressure control system operative	С	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) The remaining automatic cabin pressure control is checked operative, and</li> <li>2) The manual CABIN V/S MODE is checked operative.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				IO. 3 2/16/2018	PAGE NO. 21-35
	Alibus A550	BABAI				21-33
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O		ED UIRED FOR DISPATCH OR EXCEPTIONS
21. AIR CON	DITIONING	1				lov
Sequence No.	Item	1	2	3	4	CF
21-31	Pressure Control and Monitoring					
21-31-06	Manual CABIN V/S MODE					
21-31-06A		С	1	0	May be inope	rative.
21-31-07	Overpressure Relief Valve					
21-31-07A	Overpressure relief valve inoperative in the closed position	С	1	0	position provided 1) Both a control and	automatic cabin pressure uls are checked operative, outflow valves are
21-31-07B	Overpressure relief valve inoperative in the open position	С	1	0	1) ETOP	operative provided that: S is not conducted, and ght is not pressurized.
21-31-08	Outflow Valve Backup Control					
21-31-08A		С	2	0		oth may be inoperative the affected OCU backup s deactivated.

	TMENT OF TRANSPORTA	_	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 21-36
		ммі	EL T	ABL	E KEY
121210-121211-121211-12121					CATEGORY
SYSTEM &					IBER INSTALLED
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.				1000000	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
21-31	Pressure Control and Monitoring				
21-31-09	Outflow Valve Control				
21-31-09A		С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The OCU COM/MON section and OCU backup motor driver are deactivated on the affected side, and</li> <li>2) The affected outflow valve is deactivated in the closed position, and</li> <li>3) The other automatic cabin pressure control is checked operative, and</li> <li>4) The manual cabin pressure control is checked operative, and</li> <li>5) The other outflow valve is checked operative.</li> </ul>
21-31-10	Negative Relief Valve				
21-31-10A		С	1	0	<ul><li>(O) May be inoperative provided that:</li><li>1) ETOPS is not conducted, and</li><li>2) The flight is not pressurized.</li></ul>
21-31-11	Emergency Ram Air Test				
21-31-11A	Both air conditioning packs operative	С	1	0	(O) The emergency ram air test may be inoperative provided that both air conditioning packs are operative.
21-31-11B	Emergency ram air inlet checked operative	С	1	0	(M) The emergency ram air test may be inoperative provided that the emergency ram air inlet is checked operative before each flight.

SYSTEM & SEQUENCE NO.	Airbus A350	KE/			O. 3	PAGE NO.	
SEQUENCE			DAI	E: 0	2/16/2018	21-37	
SEQUENCE		ммі	EL T	ABL	E KEY	1	
SEQUENCE					CATEGORY		
	ITEM		2. 1		BER INSTALL		
	I I LIVI			3. N		UIRED FOR DISPATCH	
21. AIR CON	DITIONING				4. REMARKS	S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
21-50	Air Cooling	•		3	7		Bar
	_						
21-50-01	Air Conditioning Pack				Deleted, Rev	ision 2.	
21-50-02	Pack 1 Valve						
21-50-02A	One pack 1 valve inoperative in the closed position	С	2	1	One may be position.	inoperative in the closed	
21-50-02B	One pack 1 valve deactivated in the closed position	С	2	1		be inoperative provided etivated in the closed	

	VIATION ADMINISTRATIO				1	
AIRCRAFT:	Airbus A350	RE\			O. 3 PAGE NO. 21-38	
		мм	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON		ı	ı	ı		I 01
Sequence No.	Item	1	2	3	4	Change Bar
21-50	Air Cooling					
21-50-03	Pack 2 Valve					
21-50-03A	One pack 2 valve inoperative in the closed position	С	2	1	One may be inoperative in the closed position.	
21-50-03B	One pack 2 valve deactivated in the closed position	С	2	1	(M) One may be inoperative provided that it is deactivated in the closed position.	
21-50-04	Pack Flow Sensor					
21-50-04A	One pack flow sensor inoperative on one or both packs	С	4	2	One may be inoperative on each pack.	
21-50-05	Pack Temperature Regulation					
21-50-05A		С	2	1	(O) One may be inoperative provided that the opposite air conditioning pack is operative.	i

AIRCRAFT:	VIATION ADMINISTRATIC Airbus A350				O. 3 PAGE NO. 21-39	
	Alibus A550	D.A.D.A.I				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
21-50	Air Cooling					
21-50-06	Pack Temperature Control Valve					
21-50-06A		С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The affected pack temperature control valve is deactivated in the closed position, and</li> <li>2) The opposite air conditioning pack is operative.</li> </ul>	
21-50-07	Pack Ram Air Inlet Door					
21-50-07A	Pack ram air inlet door inoperative in the open position	С	2	0	(O) One or both may be inoperative in the open position provided that alternate procedures are established and used for ground deicing.	
21-50-07B	Pack ram air inlet door deactivated in the open position	С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided that: <ol> <li>The affected pack ram air inlet door is deactivated in the open position, and</li> <li>Alternate procedures are established and used for ground deicing.</li> </ol> </li> </ul>	

II C DEDAD	TMENT OF TRANSPORTA	TIO	NI.				
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FEDERAL A'	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\	VISIC DAT		O. 3 2/16/2018	PAGE NO. 21-40	
		ммі	FL T	ΔBI	E KEY		
0)/07=1/4		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	IUMI	BER INSTALL	ΞD	
NO.	ITEM			3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						1
Sequence No.	Item	1	2	3	4		Change Bar
21-50	Air Cooling						
21-50-08	Pack Ram Air Outlet Door						
21-50-08A		С	2	0	provided that:  1) The af door is positio 2) Alterna	fected pack ram air outlet a deactivated in the open n, and ate procedures are shed and used for ground	
21-50-09	Pack Control Channel						
21-50-09A	One pack control channel inoperative on one or both packs	С	4	2	pack provided of both associ	be inoperative on each I that the closure function lated pack valves is ative on the BLEED	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 3 PAGE NO.	
	Airbus A350				2/16/2018 21-41	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Chang Bar
21-50	Air Cooling					
21-50-10	Pack Communication Redundancy					
21-50-10A	One pack communication redundancy inoperative	С	2	1	One may be inoperative.	
21-50-10B	Both pack communication redundancies inoperative	С	2	0	Both may be inoperative provided that the AIR PACK CTL REDUNDANCY message is not displayed on the DISPATCH page.	
21-50-11	Pack Control Redundancy					
21-50-11A		С	1	0	(O) May be inoperative provided that all pack control channels are operative.	
21-50-12	Pack Regulation Redundancy					
21-50-12A		Α	2	0	One or both may be inoperative for 40 consecutive calendar-days.	

TMENT OF TRANSPORTA	1017	V				
		-		MASTE	R MINIMUM EQUIPMENT	LIST
VIATION ADMINISTRATIO		"016		0.0	DAGENO	
Airhus A350	KE,					
711100371000	BABAI				Z 1 TZ	
	1. 1				FD	
ITEM						
IDITIONING						
Item	1	2	3	4		Change Bar
Emergency Air Supply						
Emergency Ram Air Inlet						
Emergency ram air inlet inoperative in the fully open position	С	1	0	position provide procedures ar	ded that alternate re established and used for	
Emergency ram air inlet inoperative in the closed or any intermediate position	C	1	0	1) The er deacti positio 2) Alterna establi	mergency ram air inlet is vated in the fully open on, and ate procedures are ished and used for ground	
	ITEM  IDITIONING  Item  Emergency Air Supply  Emergency Ram Air Inlet  Inoperative in the fully open position  Emergency ram air inlet inoperative in the closed or any intermediate	Airbus A350  MMI  ITEM  ITEM	Airbus A350  MMEL T  ITEM  ITE	Airbus A350  REVISION N DATE: 02  MMEL TABL  1. REPAIR C 2. NUM 3. N  IDITIONING  Item 1 2 3  Emergency Air Supply  Emergency Ram Air Inlet inoperative in the fully open position  Emergency ram air inlet inoperative in the closed or any intermediate	Airbus A350  REVISION NO. 3 DATE: 02/16/2018  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALL 3. NUMBER REQ 4. REMARKS  IDITIONING  Item 1 2 3 4  Emergency Air Supply Emergency Ram Air Inlet inoperative in the fully open position  Emergency ram air inlet inoperative in the closed or any intermediate position  Emergency ramediate position  MMEL TABLE KEY  1. REPAIR CATEGORY  4. REMARKS  4. REMARKS  4. REMARKS  6. C 1 0 (O) May be in position provious procedures an ground deicin  C 1 0 (M)(O) May be in position provious procedures an ground deicin  Emergency ram air inlet inoperative in the closed or any intermediate position  2. Alternative in the closed deactin position position position certain position and provious procedures and ground deicin position positio	MASTER MINIMUM EQUIPMENT VIATION ADMINISTRATION  REVISION NO. 3 PAGE NO. DATE: 02/16/2018 21-42  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  IDITIONING  Item 1 2 3 4  Emergency Air Supply Emergency Ram Air Inlet inoperative in the fully open position provided that alternate procedures are established and used for ground deicing.  Emergency ram air inlet inoperative in the closed or any intermediate position  O(M)(O) May be inoperative provided that: 1) The emergency ram air inlet is deactivated in the fully open position, and

	RE			O. 3 2/16/2018	PAGE NO. 21-43				
	Airbus A350	8.68.61				Z 1-43			
					E KEY CATEGORY				
SYSTEM &		1.1			BER INSTALL	FD			
EQUENCE	ITEM					UIRED FOR DISPATCH			
NO.			4. REMARKS OR EXCEPTION						
21. AIR CON	IDITIONING	·							
equence No.	Item	1	2	3	4				
21-58	Supply on Fuel Inerting								
21-58-01	Fuel Inerting Inlet Valve				Deleted, Rev	ision 2.			
21-58-02	Fuel Inerting Inlet Valve Flap				Deleted, Rev	ision 2.			

IRCRAFT:	VIATION ADMINISTRATION Airbus A350			_	O. 3 2/16/2018	PAGE NO. 21-44
	Allbus A550	BABAI				21-44
					E KEY CATEGORY	
YSTEM &		'''			BER INSTALL	ED
EQUENCE NO.	ITEM					UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
1. AIR CON	DITIONING					
quence No.	Item	1	2	3	4	
1-58	Supply on Fuel Inerting					
1-58-03	Fuel Inerting Ram Air Outlet Flap				Deleted, Rev	ision 2.
1-58-04	Fuel Inerting Temperature Control Valve				Deleted, Rev	ision 2.
1-58-05	Fuel Inerting Turbine Valve				Deleted, Rev	ision 2.
1-58-06	Fuel Inerting Redundancy					
1-58-06A		A	1	0	May be inope 40 consecutiv	erative for ve calendar-days.

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		/1016	N I A Z	0.2	DACE NO	
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 21-45	
		ммі	EL T	ABL	E KEY		
OVOTENA		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	IUMI	BER INSTALLI	ED	
NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
21-59	Supplemental Cooling						
21-59-01	VCRU Overheat Protection						
21-59-01A		D	ı	0		ore may be inoperative the affected VCRU is	
21-59-02	CDM Overheat Protection						
21-59-02A		D		0		ore may be inoperative the affected CDM is	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3 PAGE NO.	
, to	Airbus A350	. \_			2/16/2018 21-46	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. N		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
21-60	Temperature Control	'		3	*	Baı
21-00	remperature control					
21-60-01	Hot Air System					
21-60-01A		С	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	
21-60-02	Hot Air Valve					
04 00 00 4	Hat always be been see that			_		
21-60-02A	Hot air valve inoperative in the closed position	С	2	0	(O) One or both may be inoperative in the closed position provided that alternate procedures are established and used.	
21-60-02B	Affected hot air valve deactivated in the closed position	С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided that:</li> <li>1) The affected hot air valve is deactivated in the closed position, and</li> <li>2) Alternate procedures are established and used.</li> </ul>	
21-60-03	Hot Air Valve Pressure Regulation					
21-60-03A	All pack control channels operative	С	2	0	(O) One or both may be inoperative provided that all pack control channels are operative.	
21-60-03B	Associated hot air valve deactivated in the closed position	С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided that:</li> <li>1) The associated hot air valve is deactivated in the closed position, and</li> <li>2) Alternate procedures are established and used.</li> </ul>	

EEDEDAL AV	VIATION ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 21-47	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
100-100-100-1					4. REMARKS OR EXCEPTIONS	
21. AIR CON						Change
Sequence No.	Item Occurred	1	2	3	4	Bar
21-60	Temperature Control					
21-60-04	Cockpit and Cabin Temperature Control					
21-60-04A	One or more cockpit and cabin temperature controls inoperative	С	_	0	(M)(O) One or more may be inoperative.  NOTE: Application of the maintenance procedure, to deactivate the failed trim air valve in one of the predefined positions, is only necessary in the case of cockpit/cabin discomfort.	I
21-60-04B	One or more cockpit and cabin temperature controls inoperative and deactivated closed	С	_	0	(M)(O) One or more may be inoperative provided that the affected trim air valve is deactivated in the closed position.	I
21-60-05	Crew Rest Compartment Temperature Control					
21-60-05A	CRC temperature control inoperative	С	_	0	(M)(O) May be inoperative provided that procedures do not require its use.	
					NOTE: Application of the maintenance procedure, in order to deactivate the failed trim air valve in one of the three predefined positions, is only necessary when the comfort impact is judged as not acceptable.	
21-60-05B	CRC temperature control inoperative and deactivated closed	С	_	0	<ul> <li>(M)(O) One or both may be inoperative provided that:</li> <li>1) The affected trim air valve is deactivated in the closed position, and</li> <li>2) Procedures do not require its use.</li> </ul>	
21-60-05C	Affected CRC locked closed and not occupied	D	_	0	May be inoperative provided that:  1) The affected compartment is locked closed and is placarded inoperative, and  2) Procedures do not require its use.	

AIRCRAFT:	VIATION ADMINISTRATION		/ 2 /	N NC	O. 3 PAGE NO.
MINORAL I.	Airbus A350				2/16/2018 21-48
		ММ	EL T	ABL	E KEY
SYSTEM & EQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
	NDITIONING	1	1	1	4
equence No.	Item	1	2	3	4
21-60 21-60-06 ***	Temperature Control FWD Cargo Temperature Control (Aircraft with MP L41091/ MOD 100333)				
21-60-06A		D	1	0	(O) May be inoperative.
21-60-07 ***	FWD Cargo Trim Air Valve (Aircraft with MP L41091/ MOD 100333)				
21-60-07A	Hot air valves closure function operative	С	1	0	(O) May be inoperative provided that the closure function of both hot air valves is checked operative on the <u>COND</u> SD page.
21-60-07B	FWD cargo trim air valve deactivated in closed position	D	1	0	(M)(O) May be inoperative provided that FWD cargo trim air valve is deactivated in the closed position.
21-60-08	<b>BULK Cargo Heater</b>				
21-60-08A	BULK HEATER pb-sw set to OFF	С	1	0	(O) May be inoperative provided that the BULK HEATER pb-sw is set to OFF.
21-60-08B	BULK cargo heater deactivated	D	1	0	(M)(O) May be inoperative provided that the BULK cargo heater is deactivated.
21-60-09	Cabin Temperature Selection on FAP				
21-60-09A		С	1	0	(O) May be inoperative.
21-60-10	Temperature Regulation Redundancy				
21-60-10A		А	1	0	May be inoperative for 40 consecutive calendar-days.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 3	PAGE NO.	
	Airbus A350				2/16/2018	21-49	
					E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALL	ED	
SEQUENCE NO.	ITEM				NUMBER REQ	UIRED FOR DISPATCH	
1.50 4.785 (2.20) 2	IDITIONING				4. REMARKS	OR EXCEPTIONS	
21. AIR CON Sequence No.	IDITIONING Item	1	2	3	4		Change
21-60	Temperature Control	1		3	4		Bar
21-00	remperature Control						
21-60-11	Aft Galley Heater						
21-60-11A		D	1	0	(M) May be in is deactivated	operative provided that it l.	I
21-60	Temperature Control						
21-60-12 ***	FWD Cargo Overheat Detection (Aircraft with MP L41091/ MOD 100333)						
21-60-12A	Both pack 1 control channels operative	С	1	0		operative provided that hannels of air conditioning erative.	
21-60-12B	FWD cargo trim air valve deactivated in the closed position	D	1	0	the FWD carg	e inoperative provided that go trim air valve is a the closed position.	

SYSTEM &	Airbus A350		דעת	DN N	2/16/2018	PAGE NO. 22-1					
					MMEL TABLE KEY						
	ITEM		REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH								
NO.				J. I		OR EXCEPTIONS					
2. AUTOFL	IGHT				'						
equence No.	Item	1	2	3	4						
22-09	Dispatch Messages										
22-09-01	FUEL CG DATA DISAGREE < 13% Message										
22-09-01A		С	_	-	May be displa page.	ayed on the <u>DISPATCH</u>					
22-09-02	FUEL CG DATA DISAGREE > 13% Message										
22-09-02A		С	_	_		isplayed on the <u>DISPATCH</u> d that approach minimums e its use.					
22-09-04	F/CTL PRIMs PIN PROG DISAGREE Message										
22-09-04A		С	_	_	(O) May be di page.	isplayed on the <u>DISPATCH</u>					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MAGTE		IOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT I	-151
AIRCRAFT:					IO. 3	PAGE NO.	
	Airbus A350				2/16/2018	22-2	
					E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALLE	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
22. AUTOFL					14		Change
Sequence No.	AP/FD	1	2	3	4		Bar
-							
22-10-01	AP						
22-10-01A	One AP inoperative	С	2	1		be inoperative provided minimums do not require	
22-10-01B	Both APs inoperative	В	2	0	that: 1) Approximately require 2) Enroute require 3) Number flight leads	be inoperative provided  ach minimums do not be their use, and the operations do not be their use, and er of flight legs and eg duration is acceptable flightcrew.	
22-10-02	AP/FD						
22-10-02A		С	2	1		be inoperative provided minimums do not require	
22-10-03	Sidesticks and Rudder Pedal Locking Devices in AP Mode						
22-10-03A	One locking device inoperative	С	3	2	` '	be inoperative unlocked autoland procedures are d.	
22-10-03B	Two or more locking devices inoperative	С	3	0		ore may be inoperative vided that the AP is operative.	
					Refer to Item	22-10-01, AP.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 PAGE NO. 22-3	
	Airbus A350	BABA				
					E KEY CATEGORY	
SYSTEM & SEQUENCE NO.	ITEM			MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
22. AUTOFL	IGHT				14. KEMAKKO OK EXCEL HONC	
Sequence No.	Item	1	2	3	4	Char
22-10	AP/FD					
22-10-04	AUTO LAND light					
22-10-04A	One AUTO LAND light inoperative	С	2	1	(O) One may be inoperative provided that the other AUTO LAND light is checked operative.	
22-10-04B	Both AUTO LAND lights inoperative	С	2	0	(O) Both may be inoperative provided that autoland procedures are not conducted.	
22-10-05	LAND 3 DUAL Approach and Landing Capability					
22-10-05A		С	1	0	(O) May be inoperative provided that approach minimums do not require its use.	
22-10-06	LAND 3 SINGLE Approach and Landing Capability					
22-10-06A		С	1	0	(O) May be inoperative provided that approach minimums do not require its use.	
22-10-07	AUTOLAND Approach and Landing Capability					
22-10-07A		С	1	0	(O) May be inoperative provided that approach minimums do not require its use.	

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATI		/1910	N NC	NO. 3 PAGE NO.
AINCIAI I.	Airbus A350	IXL			02/16/2018 22-4
		ММ	EL T	ABL	LE KEY
SYSTEM &		1. F			CATEGORY //BER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
15.5.5.5					4. REMARKS OR EXCEPTIONS
22. AUTOFL Sequence No.	IGH I	1	2	3	4 Chang
22-10	AP/FD	1		3	4 Bar
22-10	Al /I D				
22-10-08	Automatic Roll Out Function				
22-10-08A		С	1	0	(O) May be inoperative provided that approach minimums do not require its use.
22-10-09	Go-Around Soft Function				
22-10-09A		С	1	0	(O) May be inoperative.
22-10-10	AP/FD TCAS Mode				
22-10-10A		С	1	0	(O) May be inoperative.
22-10-11	RNP AR Capability Downgraded				
22-10-11A		С	1	0	(O) May be downgraded provided that approach minimums do not require its use.
22-10-12	RNP AR Capability				
22-10-12A		С	1	0	(O) May be inoperative provided that RNP AR procedures are not conducted.
22-10-13 ***	GLS AUTOLAND Approach and Landing Capability				
22-10-13A		С	1	0	(O) May be inoperative provided that approach minimums do not require its use.

	TMENT OF TRANSPORT		N		MASTE	ER MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATION		"016		-	I DA OF NO	
AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 22-5	
		ММ	EL T	ABL	E KEY		
0)/07=1/4		_			CATEGORY		
SYSTEM &	ITEM		2. N	NUM	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
22. AUTOFL	IGHT						
Sequence No.	Item	1	2	3	4		Change Bar
22-10	AP/FD						
22-10-14	AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)						
22-10-14A		С	1	0	(O) May be in	operative.	1
22-10-15	EMER DESCENT pb (Aircraft with MP L41838/ MOD 109178)						
22-10-15A		С	1	0	(O) May be in	operative.	I
22-10-16	EMER DESCENT pb light (Aircraft with MP L41838/ MOD 109178)						
22-10-16A		С	1	0	May be inope	rative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 3	PAGE NO.	
	Airbus A350				2/16/2018	22-6	
					E KEY CATEGORY		
SYSTEM &		1.1			BER INSTALLE	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
22. AUTOFL		1 .	_		Γ.		Change
Sequence No.	Autoth wort	1	2	3	4		Bar
22-30	Autothrust						
22-30-01	Autothrust						
22-30-01A		С	1	0	1) ETOP is not of 2) All the sensor and 3) Approx	operative provided that: S beyond 180 minutes conducted, and thrust lever position rs are checked operative, ach minimums do not e its use.	
22-30-02	Autothrust Instinctive Disconnect pb						
22-30-02A		C	2	0	provided that	oth may be inoperative the disconnection function ust is checked operative.	

MMEL TABLE KEY  SYSTEM & SEQUENCE NO. ITEM 22. AUTOFLIGHT  Sequence No. Item 1 2 3 4  22-60-01 Weight and Balance Backup Redundancy  22-60-02 Reactive Windshear function inoperative  BY 1 0 (O) May be inoperative provided that alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		PAGE NO.	IO. 3	ON N	VISIO		VIATION ADMINISTRATION	AIRCRAFT:
1. REPAIR CATEGORY   2. NUMBER INSTALLED   3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTION							Airbus A350	
22-60-02A Predictive windshear function operative  22-60-02B Predictive windshear function  22-60-02B Predictive windshear function  23- NUMBER INSTALLED  3. NUMBER INSTALLED  4. REMARKS OR EXCEPTIONS  5. ON A STANDARD REMARKS OR EXCEPTIONS  5. ON A STANDARD REMARKS OR EXCEPTIONS  5. ON A STANDARD REMARKS OR EXCEPTIONS  6. ON A STANDARD REMARKS OR EX								
22-60   Item   1   2   3   4    22-60   Flight Envelope   22-60-01   Weight and Balance Backup Redundancy   C   2   1   One may be inoperative.  22-60-02   Reactive Windshear function inoperative   B   1   0   (O) May be inoperative provided that alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures are established and used.  22-60-02B   Predictive windshear function operative   C   1   0   (O) May be inoperative provided that:  1) Alternate procedures are established and used, and 2) Predictive windshear function		JIRED FOR DISPATCH	BER INSTALL NUMBER REQ	NUM		1. F	ITEM	SEQUENCE
22-60 Flight Envelope 22-60-01 Weight and Balance Backup Redundancy  22-60-02 Reactive Windshear function inoperative  22-60-02A Predictive windshear function inoperative  22-60-02B Predictive windshear function operative  22-60-02B Predictive windshear function		OR EXCEPTIONS	4. REMARKS				ICUT	22 ALITOEL
22-60-01 Weight and Balance Backup Redundancy  22-60-01A  C 2 1 One may be inoperative.  22-60-02 Reactive Windshear  22-60-02A Predictive windshear function inoperative  B 1 0 (O) May be inoperative provided that alternate procedures are established and used.  NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that:  1) Alternate procedures are established and used, and 2) Predictive windshear function	Chan Bai		4	3	2	1		
22-60-01 Weight and Balance Backup Redundancy  C 2 1 One may be inoperative.  22-60-02 Reactive Windshear  22-60-02A Predictive windshear function inoperative  B 1 0 (O) May be inoperative provided that alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures windshear function operative  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that:  1) Alternate procedures are established and used, and 2) Predictive windshear function	Ва				_	-		
22-60-02 Reactive Windshear  22-60-02A Predictive windshear function inoperative  B 1 0 (O) May be inoperative provided that alternate procedures are established and used.  NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that:  1) Alternate procedures are established and used, and 2) Predictive windshear function							Weight and Balance	
22-60-02A Predictive windshear function inoperative  B 1 0 (O) May be inoperative provided that alternate procedures are established and used.  NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that:  1) Alternate procedures are established and used, and  2) Predictive windshear function		noperative.	One may be i	1	2	С		22-60-01A
function inoperative  alternate procedures are established and used.  NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Predictive windshear function							Reactive Windshear	22-60-02
should include reviewing windshear avoidance and windshear recovery procedures  22-60-02B Predictive windshear function operative  C 1 0 (O) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Predictive windshear function		operative provided that edures are established	alternate prod	0	1	В		22-60-02A
function operative  1) Alternate procedures are established and used, and 2) Predictive windshear function		include reviewing near avoidance and	should winds					
		ate procedures are shed and used, and tive windshear function	1) Alternation estable 2) Prediction	0	1	С		22-60-02B

AIRCRAFT:	VIATION ADMINISTRATION				O. 3 PAGE NO.			
	Airbus A350				2/16/2018 22-8			
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
22. AUTOFL		T 4		١,	l.	Change		
Sequence No. 22-70	Flight Management (FM)	1	2	3	4	Bar		
22-70-01	Flight Management Computer							
22-70-01A	One FMC inoperative	С	3	2	(O) One may be inoperative.			
22-70-01B	Two FMCs inoperative with two ISIS installed (Aircraft with MP L41149/ MOD 100366)	В	3	1	<ul><li>(O) Two may be inoperative provided that:</li><li>1) Both ISIS are operative, and</li><li>2) The FMS selector is operative.</li></ul>			
22-70-02	FMS Selector							
22-70-02A	All FMCs operative	С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) All FMCs are operative, and</li> <li>2) Enroute operations and approach minimums do not require its use.</li> </ul>			
22-70-02B	Two FMCs operative (Aircraft with MP L41149/ MOD 100366)	В	1	0	(O) May be inoperative provided that: 1) Two FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.			
22-70-03	FMS Navigation Database				Deleted, Revision 2.			

AIRCRAFT:	VIATION ADMINISTRATIO				0.3	PAGE NO.
	Airbus A350				2/16/2018	22-9
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		ED UIRED FOR DISPATCH OR EXCEPTIONS
22. AUTOFL	IGHT				4. KEWAKKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	
22-80	AFS Control Panel					
22-80-01	AFS Control Panel					
22-80-01A		Α	1	0	(O) May be in 3 consecutive	operative for e calendar-days.
22-80-02	AFS Control Panel and the MFD FCU BKUP of the CAPT					
22-80-02A	450.0	A	2	0	3 consecutive that:  1) The A F/O B display page,	croll wheel of one KCCU is
22-80-03	AFS Control Panel and the MFD FCU BKUP of the F/O					
22-80-03A		A	2	0	3 consecutive that:  1) The A CAPT not dis page,	croll wheel of one KCCU is
22-80-04	AFS Control Panel AP pb					
22-80-04A		С	2	0	(O) One or bo	oth may be inoperative.
	AFS Control Panel					•
22-80-05	A/THR pb					

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			LICT
FEDERAL A	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT	LIQ1
AIRCRAFT:	A: I A050	RE\			NO. 3 PAGE NO.	
	Airbus A350				02/16/2018 22-10	
					LE KEY CATEGORY	
SYSTEM &		'- '			MBER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
100000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS	
22. AUTOFL		Τ.	1 _	1 _	1.	Change
Sequence No.	AEC Control Donol	1	2	3	4	Bar
22-80	AFS Control Panel					
22-80-06	AFS Control Panel FD pb					
22-80-06A		С	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-07	AFS Control Panel LOC pb					
22-80-07A		С	1	0	(O) May be inoperative.	
22-80-08	AFS Control Panel ALT pb					
22-80-08A		С	1	0	(O) May be inoperative.	
22-80-09	AFS Control Panel APPR pb					
22-80-09A		С	1	0	(O) May be inoperative.	
22-80-10	AFS Control Panel Heading/Track Selection knob					
22-80-10A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that:  1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.	

AIRCRAFT:	Airbus A350	N RE\			NO. 3 PAGE NO. 22-11
	Allbus A550	54541			
SYSTEM &	ITEM		REP/	AIR C	LE KEY CATEGORY IBER INSTALLED
NO.	I I EIVI			3. N	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
22. AUTOFL	IGHT				
Sequence No.	Item	1	2	3	4 CI
22-80	AFS Control Panel				
22-80-11	AFS Control Panel Speed Selection knob				
22-80-11A		A	1	0	<ul> <li>(O) May be inoperative for</li> <li>10 consecutive calendar-days provided that:</li> <li>1) The AFS backup function is checked operative on one MFD FCU BKUP, and</li> <li>2) The scroll wheel of one KCCU is operative.</li> </ul>
22-80-12	AFS Control Panel Altitude Selection knob				
22-80-12A		A	1	0	<ul> <li>(O) May be inoperative for</li> <li>10 consecutive calendar-days provided that:</li> <li>1) The AFS backup function is checked operative on one MFD FCU BKUP, and</li> <li>2) The scroll wheel of one KCCU is operative.</li> </ul>
22-80-13	AFS Control Panel V/S FPA Selection knob				
22-80-13A		A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that the AFS backup function is checked operative on one MFD FCU BKUP.
22-80-14	AFS Control Panel Selection Windows				
22-80-14A		С	4	0	(O) One or more may be inoperative.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 3 PAGE NO.	
	Airbus A350				2/16/2018 22-12	
					E KEY	
SYSTEM &	NOT THE RESIDENCE OF THE PERSON OF THE PERSO	1. [			CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
1.50 4.785 (2.20) 2					4. REMARKS OR EXCEPTIONS	
22. AUTOFL			1	1	T.	Change
Sequence No.	Item	1	2	3	4	Bar
22-80	AFS Control Panel					
22-80-15	AFS Control Panel HDG-V/S/TRK-FPA pb					
22-80-15A	One MFD FCU BKUP operative	С	1	0	(O) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.	
22-80-15B	Both MFD FCU BKUP inoperative	С	1	0	May be inoperative provided that the reference is HDG-V/S in the selection windows.	
22-80-16	AFS Control Panel MACH/SPD pb					
22-80-16A		С	1	0	May be inoperative provided that the speed reference is SPD in the SPD/MACH selection window at takeoff.	
22-80-17	AFS Control Panel METER pb					
22-80-17A		С	1	0	(O) May be inoperative.	
22-80-18	AFS Control Panel TRUE/MAG pb					
22-80-18A	One MFD FCU BKUP operative	С	1	0	(O) May be inoperative provided that the AFS function is checked operative on one MFD FCU BKUP.	
22-80-18B	Both MFD FCU BKUP inoperative	С	1	0	May be inoperative provided that the reference is MAG in the heading selection window.	
22-80-19	AFS Control Panel pb light bars					
22-80-19A		D	7	0	One or more may be inoperative.	

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> S</u>  (	N NC	IO. 3 PAGE NO.	
AUTORAL I.	Airbus A350	114			2/16/2018 22-13	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
22-81	EFIS Control Panel	•	_			Ва
22-81-01	EFIS Control Panel					
22-81-01	EFIS Control Panel					
22-81-01A		С	2	0	(O) One or both may be inoperative.	
22-81-02	EFIS Control Panel Barometric Reference Display Window					
22-81-02A		С	2	0	(O) One or both may be inoperative.	
22-81-03	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector					
22-81-03A	Associated MFD FCU BKUP operative	С	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.	
22-81-03B	Associated MFD FCU BKUP inoperative	С	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	
22-81-04	EFIS Control Panel Inner knob of Barometric Reference selector					
22-81-04A		С	2	0	(O) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.	
22-81-05	EFIS Control Panel ND Range selector					
22-81-05A	One selector inoperative	С	2	1	(O) One may be inoperative.	
22-81-05B	Both selectors inoperative	С	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MA OTED MINIMUM EQUIDMENT	LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					NO. 3 PAGE NO.	
	Airbus A350				2/16/2018 22-14	
X244 (1874-1922) (1881-1922)					.E KEY Category	
SYSTEM & SEQUENCE	ITEM				BER INSTALLED	
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
22. AUTOFL	IGHT				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
22-81	EFIS Control Panel					
22-81-06	EFIS Control Panel ND Mode selector					
22-81-06A	One selector inoperative	С	2	1	(O) One may be inoperative.	
22-81-06B	Both selectors inoperative	С	2	0	(O) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.	
22-81-07	EFIS Control Panel VV pb					
22-81-07A		D	2	0	(O) One or both may be inoperative.	
22-81-08	EFIS Control Panel LS pb					
22-81-08A		С	2	0	(O) One or both may be inoperative.	
22-81-09 ***	EFIS Control Panel TAXI pb					
22-81-09A		D	2	0	(O) One or both may be inoperative.	
22-81-10	EFIS Control Panel ND Data Window					
22-81-10A		С	-	0	One or more may be inoperative.	
22-81-11	EFIS Control Panel pb					
22-81-11A		С	-	0	(O) One or more may be inoperative.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350				2/16/2018 22-15	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
22. AUTOFL	IGHT					
Sequence No.	Item	1	2	3	4	Chang Bar
22-81	EFIS Control Panel					
22-81-12	EFIS Control Panel WX pb					
22-81-12A	One pb inoperative	С	2	1	One may be inoperative.	
22-81-12B	Both pbs inoperative and one MFD FCU BKUP operative	С	2	0	(O) Both may be inoperative provided that one EFIS backup function is checked operative on one MFD FCU BKUP.	
22-81-12C	Both pbs inoperative and both MFD FCU BKUP inoperative	С	2	0	Both may be inoperative provided that the weather radar is considered inoperative.	
					Refer to Item 34-71-08B, Weather Radar.	
22-81-13	EFIS Control Panel pb light Bars					
22-81-13A		D	-	0	One or more may be inoperative.	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				IO. 3 2/16/2018	PAGE NO. 22-16
	Allbus Aooo	MANA			E KEY	22-10
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
22. AUTOFL	IGHT					
Sequence No.	Item	1	2	3	4	
22-82	MFD FCU BKUP					
22-82-01	MFD FCU BKUP					
22-82-01A	One MFD FCU BKUP inoperative	D	2	1	One may be i	noperative.
22-82-01B	Both MFD FCU Backups inoperative	С	2	0	Both may be	inoperative.
		1	1		1	

II O DEDAD	TMENT OF TO ANODODE	TIO	. 1				
U.S. DEPAR	TMENT OF TRANSPORTA	(TIOI	N		MASTE	R MINIMUM EQUIPMEN	T LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 23-1	
	Alibus A000					20-1	
					E KEY		
SYSTEM &		1. F			CATEGORY	-n	
SEQUENCE	ITEM		2. r		BER INSTALLI		
NO.				J. I		UIRED FOR DISPATCH OR EXCEPTIONS	
23. COMMU	NICATIONS				4. NEWANNS	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
		•	2	3	4		Bar
23-01	CVR Overhead Panel						
23-01-01	ERASE pb						
23-01-01A		D	1	0	May be inope	rative.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:		RE\			O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	23-2	
		MMI	EL T	ABL	E KEY		
CVCTEM		1. F	REP/	AIR C	CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	NUM	BER INSTALL	ED	
NO.	I I CIVI			3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
23. COMMUN	NICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
23-02	Maintenance Overhead Panel						
23-02-01 ***	GND HF DATALINK pb-sw OVRD light (Aircraft without MP L42004/ MOD 108299)						
23-02-01		D	1	0	May be inope	rative.	
23-02-31 ***	GND HF DATALINK pb-sw (Aircraft without MP L42004/ MOD 108299)						
23-02-31A		D	1	0	1) All HF mode 2) No HF	operative provided that: radios are set to VOICE on ground, and radio is used during defuel, or ground fuel er.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	23-3	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLE	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
23. COMMUI	NICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
23-11	HF System						
23-11-01	HF Voice						
23-11-01A	Any HF in excess of those required	D	-	-		of those required by be inoperative.	
23-11-01B	One HF operative	С	-	1	operations that provided that:  1) Aircraft operations operated available intended as recommend at the commend	operative while conducting at require two LRCS  It SATVOICE system tes normally, and OICE services are tole as a LRCS over the ed route of flight, and CAO Flight Plan is updated quired) to notify ATC of the unications equipment of the aircraft, and test procedures are tished and used.	
23-11-02 ***	HF Datalink (Aircraft without MP L42004/ MOD 108299)						   
23-11-02A	Alternate procedures for HF datalink use are established and used	С	-	0		operative provided that edures are established	
23-11-02B	Procedures do not require use of the HF datalink	D	-	0	` '	operative provided that o not require its use.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		NAA O T E		ICT
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	ER MINIMUM EQUIPMENT L	151
AIRCRAFT:	Airbus A350				IO. 3 2/16/2018	PAGE NO. 23-4	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLI	ED UIRED FOR DISPATCH	
NO.				1,000,000	4. REMARKS	OR EXCEPTIONS	
23. COMMUI	NICATIONS		1	1			0.
Sequence No.	Item	1	2	3	4		Change Bar
23-12	VHF System						
23-12-01	VHF Voice						
23-12-01A		С	3	2	the COM VHF	noperative provided that FEMER SUPPLY message ed on the <u>DISPATCH</u>	
23-12-02	VHF 3 Datalink						
23-12-02A	Procedures do not require the use of the VHF datalink for ATC communication	D	1	0	procedures do	operative provided that one not require the use of the for ATC communication.	
23-12-02B	Alternate procedures are established and used for ATC communication	С	1	0	alternate prod	operative provided that cedures are established ATC communication.	
23-12-03	VHF Emergency Redundancy						
23-12-03A		D	1	0	May be inope	rative.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			WI/ COTE	IN WINNING WE GOT WENT LIGH
AIRCRAFT:	Airbus A350	RE'		ON N E: 02	O. 3 2/16/2018	PAGE NO. 23-5
		мм	FI T	ΔRI	E KEY	
		_			CATEGORY	
SYSTEM &	ITEM				BER INSTALLI	ED
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH
					4. REMARKS	OR EXCEPTIONS
23. COMMUI	NICATIONS		1	1		To:
Sequence No.	Item	1	2	3	4	Change Bar
23-21	Datalink					
23-21-01	Datalink					
23-21-01A	Procedures do not require the use of the ATC datalink	D	1	0		operative provided that on not require the use of the
23-21-01B	Alternate procedures are established and used for ATC	С	1	0	alternate proc	operative provided that edures are established ATC communication.
	communication					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					D. 05.110	
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 23-6	
		ММ	EL T	ABL	E KEY		
CVCTENA C					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	IMU	BER INSTALL	ED	
NO.	I I ⊏IVI			3. N	NUMBER REQ	UIRED FOR DISPATCH	
				99	4. REMARKS	OR EXCEPTIONS	
23. COMMUN	NICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
23-28	Satellite Communication						
23-28-01	SATCOM						
23-28-01A	Alternate procedures for SATCOM use are established and used	С	1	0	1) ETOP not co 2) Alterna	operative provided that: S beyond 180 minutes is nducted, and ate procedures are ished and used.	
23-28-01B	Procedures do not require SATCOM use	D	1	0	1) ETOP not co	operative provided that: S beyond 180 minutes is nducted, and dures do not require its	
23-28-02	SATCOM Voice						
23-28-02A	Alternate procedures for SATCOM Voice use are established and used	С	1	0		operative provided that sedures are established	
23-28-02B	Procedures do not require SATCOM Voice use	D	1	0	· , ,	operative provided that on not require its use.	
23-28-03	SATCOM Datalink						
23-28-03A		D	1	0		operative provided that on not require its use.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 23-7	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	NUM	CATEGORY BER INSTALLED UMBER REQUIRED FOR DISPATCH	
22 COMMIN	NICATIONS				4. REMARKS OR EXCEPTIONS	
23. COMMUI	Item	1	2	3	4	Chang
23-51	Audio Integrating and Voice Command Systems	-				Bar
23-51-01	SELCAL Function					
23-51-01A	Alternate procedures for SELCAL function are established and used	С	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-51-01B	Procedures do not require SELCAL function use	D	1	0	May be inoperative provided that procedures do not require its use.	
23-51-02	MECH Interphone Function					
23-51-02A		В	1	0	(O) May be inoperative provided that alternate procedures are established and used.	
23-51-03	Ground External Horn					
23-51-03A		С	1	0	<ul> <li>(O) May be inoperative provided that: <ol> <li>The APU condition is continuously monitored in the cockpit during APU operation on ground, and</li> <li>The avionics ventilation is continuously monitored in the cockpit when the aircraft is electrically supplied on ground.</li> </ol> </li></ul>	

AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC	ON N	O. 3 PAGE NO.	
AIRORAI I.	Airbus A350	IXL			2/16/2018 23-8	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
23. COMMU	NICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
23-51	Audio Integrating and Voice Command Systems	·				Bar
23-51-04	Captain Audio Function					
23-51-04A		С	1	0	(O) May be inoperative provided that: 1) RMP 1 is set to OFF, and 2) RMP 3 is operative and used by the captain.	
23-51-05	First Officer Audio Function					
23-51-05A		С	1	0	<ul><li>(O) May be inoperative provided that:</li><li>1) RMP 2 is set to OFF, and</li><li>2) RMP 3 is operative and used by the first officer.</li></ul>	
23-51-06	Third Occupant Audio Function	A	1	0	May be inoperative provided that:  1) RMP 1 and 2 are operative, and 2) Third occupant seat is considered inoperative, and 3) Repairs are made within 2 flight days.	
23-51-07	Cockpit Loudspeaker					
23-51-07A	One or two loudspeakers inoperative	С	4	2	One or two may be inoperative.	
23-51-07B	Three loudspeakers inoperative	С	4	1	(O) Three may be inoperative provided that the captain and first officer wear a boomset for the entire flight.	

AIRCRAFT:	VIATION ADMINISTRATIO			N NC		
	Airbus A350		DAT	E: 02	2/16/2018 23-9	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
23. COMMUI	MICATIONS			<u></u>	4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
23-51	Audio Integrating and Voice Command Systems	•		<u> </u>		Bar
23-51-08	Boomset					
23-51-08A	Microphone inoperative on required boomset	A	-	0	May be inoperative provided that:  1) Associated hand microphone is installed and operates normally, and  2) Repairs are made within 3 flight days.	
23-51-08B	Earphones/headphones inoperative on required boomset	С	1	1	May be inoperative provided that an associated flight deck speaker operates normally.	
23-51-08C	Any boomset active noise canceling/reduction function inoperative	D	1	0	Any active noise canceling/reduction function may be inoperative provided that normal audio function of boomset is operative.	
23-51-08D	Any boomset in excess of those required	D	-	-	Any boomset or boomset component in excess of those required by 14 CFR may be inoperative.	
23-51-09	Hand Microphone					
23-51-09A	Associated boom microphone operative	С	-	0	May be inoperative provided that associated boom microphone operates normally.	
23-51-09B	Any hand microphone in excess of those required	D		-	Any in excess of those required by 14 CFR may be inoperative.	

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIF	PMENT L	IST
	VIATION ADMINISTRATIO		"016		10.05.110		
AIRCRAFT:	Airbus A350	KE,			IO. 3 PAGE NO. 23-10		
		ММ	EI T	۸DI	E KEY		
					CATEGORY		
SYSTEM &		1. 1			BER INSTALLED		
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPA	TCH	
NO.				0	4. REMARKS OR EXCEPTIONS		
23. COMMUI	NICATIONS	1			,		
Sequence No.	Item	1	2	3	4		Change Bar
23-51	Audio Integrating and Voice Command Systems						Bai
23-51-10	Sidestick PTT sw						
23-51-10A	Sidestick PTT sw inoperative in the open position	С	2	0	One or both may be inoperative in open (non-transmitting) position provided that the INT/RAD switch associated RMP is operative.		
23-51-10B	Sidestick PTT sw inoperative in the closed position	С	2	0	<ul> <li>(M) One or both may be inoperating provided that:</li> <li>1) INT/RAD switch on the associated RMP is operating and</li> <li>2) Affected sidestick PTT switch deactivated in the open point.</li> </ul>	ive, is	
23-51-11 ***	Glareshield PTT pb						
23-51-11A	Glareshield PTT pb inoperative in the open position	D	2	0	One or both may be inoperative in open (non-transmitting) position.	n the	
23-51-11B	Glareshield PTT pb inoperative in the closed position	D	2	0	(M) One or both may be inoperating provided that the affected glaresh PTT pb is deactivated in the open position.	ield	
23-51-12 ***	Fourth Occupant ACP						
23-51-12A		D	1	0	May be inoperative.		

AIRCRAFT:	VIATION ADMINISTRATIO				0.3	PAGE NO.
	Airbus A350				2/16/2018	23-11
					E KEY CATEGORY	
SYSTEM &	1000000	1.1			BER INSTALL	ED .
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
NO.					4. REMARKS	OR EXCEPTIONS
23. COMMUN	NICATIONS					
Sequence No.	Item	1	2	3	4	Ch E
23-52	Radio and Audio Management Panels (RMP)					
23-52-01	RMP					
23-52-01A		С	3	2	(O) One may	be inoperative.
23-52-02	RMP Key					
23-52-02A		С	-	-	One or more i	may be inoperative.
23-52-03	RMP Reception Knob					
23-52-03A		С	-	-	One or more i	may be inoperative.
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U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	Airbus A350	RE\	/ISIC		O. 3 2/16/2018	PAGE NO. 23-12	
		ММ	EI T	۸DI	E KEY		
					CATEGORY		
SYSTEM &		1.1			BER INSTALL	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
23. COMMUI	NICATIONS					OI ZXOZI IIONO	
Sequence No.	Item	1	2	3	4		Change Bar
23-71	Cockpit Voice Recorder (CVR)						Dai
23-71-01	CVR						
23-71-01A	CVR	A	1	0	1) Flight operat 2) Repair	rative provided that: Data Recorder (FDR) tes normally, and rs are made within t days.	

II S DEDAD	TMENT OF TRANSPORTA	TIOI	N.				
U.S. DEFAIN	TIVILITY OF TRANSPORTA	(TIOI	V		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 23-13	
		ммі	EI T	ΔRI	E KEY		
X974010179-002011090					CATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
23. COMMUI	NICATIONS	-					
Sequence No.	Item	1	2	3	4		Change Bar
23-75	External Video System						
23-75-01	Taxiing Aid Camera						
23-75-01A		D	2	0	One or both m	nay be inoperative.	
						.,,	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MARCED MAINIMALIM COLUDMENT LICE				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Airbug AGEO	RE			NO. 2 PAGE NO.				
	Airbus A350				0/04/2017 24-1				
2.002.0004.0000000000000000000000000000		_			<b>LE KEY</b> CATEGORY				
SYSTEM & SEQUENCE	ITEM	'''			BER INSTALLED				
NO.	I I ⊏IVI			3.1	NUMBER REQUIRED FOR DISPATCH				
24 FLECTR	ICAL POWER				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Chan Bar				
24-01	ELEC Overhead Panel								
24-01-01	APU GEN pb-sw FAULT light								
24-01-01A		С	1	0	May be inoperative.				
24-01-02	APU GEN pb-sw OFF light								
24-01-02A		С	1	0	0 May be inoperative.				
24-01-03	BAT 1(2)(EMER 1(2)) pb-sw FAULT light								
24-01-03A		С	4	0	One or more may be inoperative.				
24-01-04	BAT 1(2)(EMER 1(2)) pb-sw OFF light								
24-01-04A		С	4	0	One or more may be inoperative.				
24-01-05	BUS TIE pb-sw OFF light								
24-01-05A		С	1	0	May be inoperative.				
24-01-06	COMMERCIAL 1(2) pb-sw OFF light								
24-01-06A		С	2	0	One or both may be inoperative.				
24-01-07	DRIVE 1A(1B)(2A)(2B) pb FAULT light								
24-01-07A		С	4	0	One or more may be inoperative.				
24-01-08	DRIVE 1A(1B)(2A)(2B) pb DISC light								
24-01-08A		С	4	0	One or more may be inoperative.				
24-01-09	ELM pb-sw FAULT light								
24-01-09A		С	1	0	May be inoperative.				

	VIATION ADMINISTRATIO				1						
IRCRAFT:	Airbus A350	RE\	REVISION NO. 2 PAGE NO. 24-2								
		ммі	MMEL TABLE KEY								
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
24. ELECTRI	CAL POWER				4. KEMAKKE SK EXCELLIBITE						
equence No.	Item	1	2	3	4						
24-01	ELEC Overhead Panel										
24-01-10	ELM pb-sw OFF light										
24-01-10A		С	1	0	May be inoperative.						
24-01-11	EXT 1 (2) pb AVAIL light										
24-01-11A		С	2	0	(O) One or both may be inoperative.						
24-01-12	EXT 1(2) pb AUTO light										
24-01-12A		С	2	0	One or both may be inoperative.						
24-01-13	GALLEY pb-sw OFF light										
24-01-13A		С	1	0	May be inoperative.						
24-01-14	GEN 1A(1B)(2A)(2B) pb-sw FAULT light										
24-01-14A		С	4	0	One or more may be inoperative.						
24-01-15	GEN 1A(1B)(2A)(2B) pb-sw OFF light										
24-01-15A		С	4	0	One or more may be inoperative.						
24-01-16	PAX SYS pb-sw ISOL light										
24-01-16A		С	1	0	May be inoperative.						
24-01-17	PAX SYS pb-sw OFF light										
24-01-17A		С	1	0	May be inoperative.						
24-01-18	SIDE 1&2 pb-sw ISOL light										

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIC		\ <u> </u>	א ואכ	IO. 2 PAGE NO.				
	Airbus A350	NE'	REVISION NO. 2 PAGE NO. 24-3						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
24. ELECTR	ICAL POWER				4. KEMAKKO OK EXCELLIONO				
Sequence No.	Item	1	2	3	4	Chang Bar			
24-01	ELEC Overhead Panel								
24-01-31	BUS TIE pb-sw								
24-01-31A	OFF position inoperative	С	1	0	The OFF position of the BUS TIE pb-sw may be inoperative provided that all the AC main generations are operative.				
24-01-31B	AUTO position inoperative	С	1	0	<ul> <li>(O) The AUTO position of the BUS TIE pb-sw may be inoperative provided that:</li> <li>1) All the AC main generations are operative, and</li> <li>2) ETOPS is not conducted.</li> </ul>				
24-01-32	GALLEY pb-sw								
24-01-32A		С	1	0	(O) May be inoperative.				
24-01-33	PAX SYS pb-sw								
24-01-33A		С	1	0	(O) May be inoperative.				

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AIRCRAFT:	Airbus A350	RE			O. 2 0/04/2017	PAGE NO. 24-4	
	711100071000					<b>2</b> T T	
		_			E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALL	=D	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				0		OR EXCEPTIONS	
24. ELECTR	ICAL POWER						
Sequence No.	Item	1	2	3	4		Change Bar
24-02	CABIN Overhead Panel						
24-02-01 ***	PAX PERS ELEC SPLY pb-sw OFF light						
24-02-01A		С	1	0	May be inope	rative.	
24-02-31 ***	PAX PERS ELEC SPLY pb-sw						
24-02-31A		D	1	0	May be inope	rative.	

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	T LIST
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AIRCRAFT:	Airbus A350	KE			O. 2 0/04/2017	PAGE NO. 24-5	
		ммі	EL T	ABL	E KEY		
120000000000000000000000000000000000000		_			CATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.				5,000,000	4. REMARKS	OR EXCEPTIONS	
24. ELECTRI	ICAL POWER	•					
Sequence No.	Item	1	2	3	4		Change Bar
24-03	EMER ELEC PWR Overhead Panel						
24-03-01	EMER GEN FAULT						
	<del>-</del>						
24-03-01A		С	1	0	May be inope	rative.	

		N		MASTE	R MINIMUM EQUIPMENT	LIST
					PAGE NO.	
Alibus Assu	BABAI				24-0	
ITEM					ĒD	
I I ⊏IVI			3. N			
CAL DOWED				4. REMARKS	OR EXCEPTIONS	
	1	2	3	4		Change
	- -	_		-		Bar
Overhead Panel						
BAT Overhead Panel						
BAT 1(2) Voltage Indication						
	С	2	0	(O) One or bo	th may be inoperative.	
BAT EMER 1(2) Voltage Indication						
	C	2	0	provided that	the charge of the affected	
	Airbus A350  ITEM  CAL POWER  Item  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication	Airbus A350  MMI  ITEM  CAL POWER  Item  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication  C  BAT EMER 1(2) Voltage Indication	Airbus A350  MMEL T.  ITEM  CAL POWER  Item  1 2  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication  C 2  BAT EMER 1(2) Voltage Indication	Airbus A350  REVISION N DATE: 10  MMEL TABL  1. REPAIR C  2. NUM  3. N  CAL POWER  Item  1 2 3  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication  C 2 0  BAT EMER 1(2)  Voltage Indication	MASTEVIATION ADMINISTRATION  Airbus A350  REVISION NO. 2 DATE: 10/04/2017  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLE 3. NUMBER REQUITATION  AIRBURARKS  CAL POWER  Item  1 2 3 4  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication  C 2 0 (O) One or both provided that emergency bath provided that eme	MASTER MINIMUM EQUIPMENT  MATION ADMINISTRATION  REVISION NO. 2 DATE: 10/04/2017  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  CAL POWER  Item 1 2 3 4  Maintenance Overhead Panel  BAT Overhead Panel  BAT 1(2) Voltage Indication  C 2 0 (O) One or both may be inoperative.  BAT EMER 1(2) Voltage Indication  C 2 0 (M)(O) One or both may be inoperative provided that the charge of the affected emergency battery is checked before

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	/IATION ADMINISTRATIO		//016	<u> </u>	0.0	DA OF NO	
AIRCRAFT:	Airbus A350	KE,			O. 2 0/04/2017	PAGE NO. 24-7	
		ммі	EL T	ABL	E KEY		
01/07=1/4		_			CATEGORY		
SYSTEM &	ITEM				BER INSTALLE	ΞD	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
24. ELECTRI	CAL POWER						
Sequence No.	Item	1	2	3	4		Change Bar
24-04	Maintenance Overhead Panel						
24-04-02	ELEC Overhead Panel						
24-04-02-01	REMOTE C/B CTL pb-sw ON light						
24-04-02-01A		С	1	0	May be inope	rative.	
					.,,		

AIRCRAFT:	/IATION ADMINISTRATI Airbus A350			_	O. 2 0/04/2017	PAGE NO. 24-8
	Allbus Aooo	NANAI			E KEY	240
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
24. ELECTRI			ı	ı	ı	les
Sequence No.	Item	1	2	3	4	CH
24-04	Maintenance Overhead Panel					
24-04-03	TOWING ON BAT POWER Overhead Panel					
24-04-03-01	TOWING ON BAT POWER pb ON light					
24-04-03-01A		С	1	0	May be inope	erative.
24-04-03-31	TOWING ON BAT POWER pb					
24-04-03-31A		C	1	0	May be inope	erative.

II C DEDAD	TMENT OF TRANSPORTA	TIO	\ I				
	TMENT OF TRANSPORT <i>A</i> VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	0.2	PAGE NO.	
	Airbus A350				0/04/2017	24-9	
		ммі	FL T	ΔBI	E KEY		
0)/07=1/4					ATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	IMU	BER INSTALL	ΞD	
NO.	I I ⊏IVI			3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
	ICAL POWER						Channa
Sequence No.	Item	1	2	3	4		Change Bar
24-07	Indications on the ELEC AC SD page						
24-07-01	APU GEN Indications on the <u>ELEC AC</u> SD page						
24-07-01A		С	3	0	frequency) of	Indications (load, voltage, the APU GEN may be in the ELEC AC SD page.	

	VIATION ADMINISTRATI					T	
AIRCRAFT:	Airbus A350	RE			IO. 2 0/04/2017	PAGE NO. 24-10	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
24-09	Dispatch Messages	'	_		-		Bar
24-09-01	ELEC BOTH RAT HEATERS ON Message						
24-09-01A	Both RAT heaters remain on	A	-	-	May be display page for five	ayed on the <u>DISPATCH</u> flights.	
24-09-01B	One RAT heater deactivated	D	-	-		lisplayed on the <u>DISPATCH</u> d that one rat heater is	
24-09-02	ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message						
24-09-02A		A			displayed on 35 flight-hour 1) The a discor 2) The a gener inoper	engine, one may be the <u>DISPATCH</u> page for rs provided that: ffected drive is nnected, and ssociated AC main ration is considered rative.  24-22-01, AC Main Drive.	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 2 PAGE NO.	
	Airbus A350				0/04/2017 24-11	
		_			E KEY Category	
SYSTEM & SEQUENCE NO.	ITEM			MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
24 FLECTR	ICAL POWER				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
24-09	Dispatch Messages					Dai
24-09-03	ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message					
24-09-03A	Oil level checked adequate	С	-	-	(M) All may be displayed provided that the oil level of the affected VFG is checked adequate before each flight.	
24-09-03B	Drive not disconnected	A	-	-	One may be displayed on the DISPATCH page for one flight.	
24-09-03C	Drive disconnected	A	-	-	<ul> <li>(O) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: <ol> <li>The affected drive is disconnected, and</li> <li>The associated AC main generation is considered inoperative.</li> </ol> </li> <li>Refer to Item 24-22-01, AC Main Generation – Drive.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 2 0/04/2017	PAGE NO. 24-12	
		ММІ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
24. ELECTR	ICAL POWER	1					
Sequence No.	Item	1	2	3	4		Change Bar
24-22	AC Main Generation						
24-22-01	AC Main Generation – Drive						
24-22-01A	One drive inoperative and associated drive disconnected	A	4	3	35 flight-hours 1) The af discon 2) At leas on eac messa DISPA 3) For E1 the AF genera 4) For E1 the AF not dis page, 5) For E1 the Oli	be inoperative for a provided that: fected drive is checked inected, and at one AC main generation the engine have no age displayed on the aTCH page, and TOPS beyond 120 minutes, ation are operative, and TOPS beyond 120 minutes, and TOPS beyond 120	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			
AIRCRAFT:	Airbus A350				NO. 2 PAGE NO. 24-13
		BABAI	EI T	ΛDI	LE KEY
-					CATEGORY
SYSTEM &		'			IBER INSTALLED
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.				1000000	4. REMARKS OR EXCEPTIONS
24. ELECTR	ICAL POWER		•		
Sequence No.	Item	1	2	3	4 Change Bar
24-22	AC Main Generation				
24-22-01	AC Main Generation –				
24-22-01	Drive (Cont'd)				
24-22-01B	Two drives inoperative: one drive disconnected and one drive not disconnected	A	4	2	<ul> <li>(O) One may be inoperative on each engine for 35 flight-hours provided that: <ol> <li>One affected drive is not disconnected and the associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and</li> <li>The AC main generation 1B is operative, and</li> <li>The other affected drive is checked disconnected, and</li> <li>There is no message displayed on the DISPATCH page for the operative AC main generation, and</li> <li>The APU GEN pb-sw is set to OFF for landing and takeoff, and</li> <li>For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and</li> <li>For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and</li> <li>For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and</li> <li>For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page.</li> </ol> </li> <li>(Continued)</li> </ul>

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 2 0/04/2017	PAGE NO. 24-14	
		ммі	FI T	ΔRI	E KEY		
Kartana (1981)   1981   1984   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   19					CATEGORY		
SYSTEM &	1				BER INSTALLI	ED	
SEQUENCE	ITEM		-			UIRED FOR DISPATCH	
NO.				0.000		OR EXCEPTIONS	
24. ELECTRI	ICAL POWER	,			'		
Sequence No.	Item	1	2	3	4		Change Bar
24-22	AC Main Generation						
24-22-01	AC Main Generation – Drive (Cont'd)						
24-22-01C	Two drives inoperative and associated drives disconnected	A	4	2	engine for 35 1) Both a discon 2) The Al operat 3) There on the operat and 4) The Al OFF for E1 the AF the ET 6) For E1 the AC operat ETOP 7) For E1 the AF not dispage, 8) For E1 the OI	be inoperative on each flight-hours provided that: affected drives are checked inected, and C main generation 1B is give, and is no message displayed in DISPATCH page for the give AC main generation,  PU GEN pb-sw is set to perform the sector of landing and takeoff, and GOPS beyond 120 minutes, auxiliary generation is give and used in the sector, and GOPS beyond 120 minutes, and GO	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	Airbus A350		VISIC		O. 2 0/04/2017	PAGE NO. 24-15
	711003 7030	МАМ			E KEY	24-10
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS
24. ELECTR	ICAL POWER					
Sequence No.	Item	1	2	3	4	Change Bar
24-22	AC Main Generation					
24-22-02	AC Main Generation – Generator					
24-22-02A	One generator inoperative	C	4	3	that:  1) The as discon 2) The as 1A(1B OFF, a 3) At leas on eac messa DISPA 4) For E1 the AF genera 5) For E1 the AF not dispage, 6) For E1 the Oli	st one AC main generation ch engine have no age displayed on the ATCH page, and TOPS beyond 120 minutes, PU and AC auxiliary ation are operative, and TOPS beyond 120 minutes, PU OIL FILTER message is splayed on the DISPATCH

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO				
AIRCRAFT:	Airbus A350	RE'		_	NO. 2 PAGE NO. 24-16
	711100071000	ММ			LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
24 FLECTR	ICAL POWER				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
24-22	AC Main Generation				
24-22-02	AC Main Generation – Generator (Cont'd)				
24-22-02B	Two generators inoperative	C	4	2	engine provided that:  1) The associated drives are not disconnected, and 2) The AC main generation 1B is operative, and 3) The associated GEN 1A(1B)(2A)(2B) pb-sw are set to OFF, and 4) There is no message displayed on the DISPATCH page for the operative AC main generation, and 5) The APU GEN pb-sw is set to OFF for takeoff and landing, and 6) For ETOPS beyond 120 minutes, the APU is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 minutes, the AC auxiliary generation is operative and used in the ETOPS sector, and 8) For ETOPS beyond 120 minutes, the APU OIL FILTER message is not displayed on the DISPATCH page, and 9) For ETOPS beyond 120 minutes, the OIL LEVEL LO indication is not displayed on the APU SD page.

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	)NI N	IO. 2 PAGE NO.	
	Airbus A350				0/04/2017 PAGE NO. 24-17	
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
24 FLECTR	ICAL POWER				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
24-22	AC Main Generation	-	_			Bar
24-22-03	Drive Oil Filter Monitoring					
24-22-03A	No check of the drive oil filter	А	4	2	One may be inoperative on each engine for three flights.	
24-22-03B	Check of the drive oil filter	С	4	2	(M) One may be inoperative on each engine provided that the associated oil filter is checked and does not reveal the presence of chips.	
24-22-04	Drive Oil Level Monitoring					
24-22-04A	No check of the drive oil level	А	4	2	One may be inoperative on each engine for three flights.	
24-22-04B	Check of the drive oil level	С	4	2	(M) Two may be inoperative provided that the sight glass of the affected AC main generation shows a correct oil level.	
24-22-05	Drive Oil Pressure Monitoring					
24-22-05A		A	4	2	(O) One may be inoperative on each engine for 35 flight-hours provided that:  1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative.	
					Refer to Item 24-22-01, AC Main Generation – Drive.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:			/ISIC			PAGE NO.	
	Airbus A350				0/04/2017	24-18	
					E KEY CATEGORY		
SYSTEM &		١.,			BER INSTALLE	ED .	
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH	
	IOAL DOWED				4. REMARKS	OR EXCEPTIONS	
	ICAL POWER	1	2	3	4		Change
Sequence No.	AC Auxiliary	1	2	<b>3</b>	4		Bar
24-23	Generation Generation						
24-23-01	AC Auxiliary Generation						
24-23-01A		С	1	0		operative provided that nd 180 minutes is not	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 2	PAGE NO.	
	Airbus A350				0/04/2017	24-19	
					E KEY CATEGORY		
SYSTEM &		1. F			BER INSTALLI	FD	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
				1,000,000	4. REMARKS	OR EXCEPTIONS	
	ICAL POWER	1					Change
Sequence No.	Item	1	2	3	4		Bar
24-24	AC Emergency Generation						
24-24-01	RAT Shedding Redundancy						
24-24-01A		С	1	0	May be inope	rative.	

AIRCRAFT:	VIATION ADMINISTRATI				O. 2 PAGE NO.	
	Airbus A350				0/04/2017 24-20	
SYSTEM &					E KEY CATEGORY	
SEQUENCE NO.	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATC 4. REMARKS OR EXCEPTIONS	Н
24. ELECTR	ICAL POWER	·				
Sequence No.	Item	1	2	3	4	Chang Bar
24-36	Battery Main Generation					
24-36-01	Battery 1					
24-36-01A	AC main generations 2A and 2B operative	С	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.	
24-36-01B	AC main generation 2A(2B) inoperative	С	1	0	<ul> <li>(O) May be inoperative provided that</li> <li>1) The APU is operative for ETOPS, and</li> <li>2) The APU is used in the ETOP sector.</li> </ul>	
24-36-02	Battery 2					
24-36-02A	AC main generations 2A and 2B operative	С	1	0	(O) May be inoperative provided that AC main generations 2A and 2B are operative.	
24-36-02B	AC main generation 2A(2B) inoperative	С	1	0	<ul> <li>(O) May be inoperative provided that</li> <li>1) The APU is operative for ETOPS, and</li> <li>2) The APU is used in the ETOP sector.</li> </ul>	

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:	A: I A050	RE\	REVISION NO. 2 PAGE NO.								
	Airbus A350		DATE: 10/04/2017 24-21								
		_			E KEY						
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED									
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH								
NO.	4. REMARKS OR EXCEPTIONS										
	ICAL POWER	1	1	1	10.						
Sequence No.	Item	1	2	3	4 Chan						
24-41	AC External Power Control										
24-41-01	EXT PWR 1(2) AVAIL light on the External Power Panel										
24-41-01A		С	2	0	One or both may be inoperative.						
24-41-02	EXT PWR 1(2) NOT IN USE light on the External Power Panel										
24-41-02A		С	2	0	(O) One or both may be inoperative provided that the use of the affected external power is coordinated between the ground and the cockpit.						
24-41-03	External Power Receptacle										
24-41-03A	External power receptacle 1 inoperative	D	2	1	(M) The external power receptacle 1 may be inoperative provided that it is visually inspected and not used.						
24-41-03B	External power receptacle 2 inoperative	С	2	1	(M)(O) The external power receptacle 2 may be inoperative provided that it is visually inspected and not used.						
24-41-03C	Both external power receptacles inoperative	С	2	0	(M)(O) Both may be inoperative provided that both external power receptacles are visually inspected and not used.						

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	VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	0.2	PAGE NO.	
7	Airbus A350				0/04/2017	24-22	
		ММ	FI T	ΔRI	E KEY		
					CATEGORY		
SYSTEM &	ITEM.				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
24. ELECTR	ICAL POWER						
Sequence No.	Item	1	2	3	4		Change Bar
24-51	230 VAC Distribution						
24-51-01	Auto Transformer Unit 1A(1B)(2A)(2B)						
24-51-01A	External power receptacle 2 operative	С	4	2	electrical side	noperative on one or both s provided that the er receptacle 2 is operative.	
24-51-01B	External power receptacle 2 inoperative	С	4	2	(O) One may both electrical	be inoperative on one or I sides.	

AIRCRAFT:	VIATION ADMINISTRATI Airbus A350				IO. 2 0/04/2017	PAGE NO. 24-23
	Allbus A550					24-23
					E KEY CATEGORY	
SYSTEM &		'. '			BER INSTALL	FD
EQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
24. ELECTR	ICAL POWER	,			,	
equence No.	Item	1	2	3	4	
24-71	Electrical Power Distribution Center					
24-71-01	C/B Monitoring Function					
24-71-01A		С	1	0		noperative provided that the 3 CTL ON memo is not the WD.
24-71-02	Emergency Distribution Redundancy					
24-71-02A		С	1	0	May be inope	erative.
24-71-03	Load Management					
24-71-03A		С	1	0	May be inope ELM pb-sw is	erative provided that the set to OFF.
24-71-04	Normal Network Management Degraded					
24-71-04A		С	1	0	the following displayed: ELEC GE ELEC DR DISCONN	IVE 1A(1B)(2A)(2B) DISC
24-71-05	Normal Distribution Degraded					
24-71-05A		С	1	0	SSPC cards 4 4113XZ, 4208	egraded provided that the 4107XZ, 4109XZ, 4111XZ, 8XZ, 4210XZ, 4214XZ, and checked operative.
24-71-06	Normal Distribution Redundancy					
		С	1	1	ĺ	

	TMENT OF TRANSPORTA		V		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	)NI N	0.2	PAGE NO.	
7411010411.	Airbus A350				0/04/2017	24-24	
		ММ	EL T	ABL	E KEY		
CVCTEM 9					CATEGORY		
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED					
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
545(1400Q)(5004	ICAL DOWED				4. REMARKS	OR EXCEPTIONS	
Sequence No.	ICAL POWER	1	2	3	4		Change
24-74		•		<u> </u>	4		Bar
24-74	Cabin and Cargo Power Distribution						
24-74-01	Cabin Power Protection Degraded						
24-74-01A		С	1	0	May be degra	ded.	

Airbus A350	AIRCRAFT:	VIATION ADMINISTRATI		VISIO	ON N	O. 3 PAGE NO.	
SYSTEM & SEQUENCE NO.  ITEM SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  25-11 Pilot Seats  25-11 Pilot Seat Manual Vertical Adjustment  25-11-01B Associated electrical control operative  25-11-01B Associated electrical control inoperative  25-11-02 Pilot Seat Backrest Adjustment  25-11-02 Pilot Seat Backrest Adjustment  25-11-03 Pilot Seat Lumbar Adjustment  25-11-04 Pilot Seat Electrical Adjustment  D 4 0 One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.		Airbus A350					
SYSTEM & SEQUENCE NO.  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  25-11 Pilot Seats 25-11 Pilot Seat Manual Vertical Adjustment 25-11-01A Associated electrical control inoperative 25-11-01B Associated electrical control inoperative 25-11-02 Pilot Seat Backrest Adjustment 25-11-02A  25-11-03A  Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  D 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.			MM	EL T	ABL	E KEY	
25-11-01 Pilot Seat Manual Vertical Adjustment  25-11-02 Pilot Seat Backrest Adjustment  25-11-03 Pilot Seat Lumbar Adjustment  25-11-04 Pilot Seat Lumbar Adjustment  25-11-04 Pilot Seat Lumbar Adjustment  25-11-05 Pilot Seat Headrest Adjustment  25-11-06 Pilot Seat Headrest Adjustment  25-11-07 Pilot Seat Headrest Adjustment  25-11-08 Pilot Seat Headrest Adjustment  25-11-09 Pilot Seat Headrest Adjustment		ITEM	1. F		NUM	BER INSTALLED	1
The image	NO.				J. 1		
25-11 Pilot Seats  25-11-01 Pilot Seat Manual Vertical Adjustment  25-11-01A Associated electrical control operative  25-11-01B Associated electrical control inoperative  25-11-01B Associated electrical control inoperative  25-11-02 Pilot Seat Backrest Adjustment  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.	25. EQUIPM	ENT/FURNISHINGS	•				
25-11-01 Pilot Seat Manual Vertical Adjustment  25-11-01A Associated electrical control operative  25-11-01B Associated electrical control inoperative  25-11-01B Associated electrical control inoperative  25-11-02 Pilot Seat Backrest Adjustment  A 2 0 One or both may be inoperative provided that the associated electrical control is operative.  25-11-02 Pilot Seat Backrest Adjustment  A 2 0 One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-02A A 2 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	-		1	2	3	4	Chang Bar
Vertical Adjustment  25-11-01A Associated electrical control operative  25-11-01B Associated electrical control inoperative  25-11-01B Associated electrical control inoperative  25-11-02 Pilot Seat Backrest Adjustment  A 2 0 One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-02 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	25-11	Pilot Seats					
control operative  25-11-01B Associated electrical control is operative.  25-11-02 Pilot Seat Backrest Adjustment  A 2 0 One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-02A A 2 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.	25-11-01						
control inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-02 Pilot Seat Backrest Adjustment  A 2 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	25-11-01A		D	2	0	provided that the associated electrical	
Adjustment  A 2 0 One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.  25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.  25-11-05 Pilot Seat Headrest Adjustment	25-11-01B		В	2	0	provided that the seating position is	er.
25-11-03 Pilot Seat Lumbar Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	25-11-02						
Adjustment  D 4 0 One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.  Pilot Seat Electrical Adjustment  D 2 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.	25-11-02A		A	2	0	2 flight days provided that the seating position is acceptable to the affected	
provided that the seating position is acceptable to the affected crewmember.  25-11-04 Pilot Seat Electrical Adjustment  D 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.  25-11-05 Pilot Seat Headrest Adjustment	25-11-03						
Adjustment  D 0 (M) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.  25-11-05 Pilot Seat Headrest Adjustment	25-11-03A		D	4	0	provided that the seating position is	er.
provided that the electrical control of the associated seat is deactivated.  25-11-05 Pilot Seat Headrest Adjustment	25-11-04						
Adjustment	25-11-04A		D	2	0	provided that the electrical control of t	he
25-11-05A C 2 0 One or both may be inoperative.	25-11-05						
	25-11-05A		С	2	0	One or both may be inoperative.	

VIATION ADMINISTRATION		/101/	701.0	O 3	AGE NO.		
Airbus A350	KE				25-2		
	MMI	EL T	ABL	E KEY			
ITEM	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH						
ITAIT/FURNICUINGS				4. REMARKS OF	REXCEPTIONS		
	1	2	3	4	Chan		
	•			-	Bai		
Pilot Sidestick Armrest Height Adjustment							
	С	2	0		be inoperative armrest position is affected crewmember.		
Pilot Sidestick Armrest Pitch Adjustment							
	С	2	0		be inoperative armrest position is affected crewmember.		
Pilot Sidestick Armrest Memory Display Position							
	С	2	0	One or both may	be inoperative.		
Pilot Inboard Armrest Pitch Adjustment							
	С	2	0		be inoperative armrest position is affected crewmember.		
Pilot Inboard Armrest Translation Adjustment							
	С	2	0	1 -	be inoperative armrest position is affected crewmember.		
	ITEM  ENT/FURNISHINGS  Item  Pilot Seats  Pilot Sidestick Armrest Height Adjustment  Pilot Sidestick Armrest Pitch Adjustment  Pilot Sidestick Armrest Memory Display Position  Pilot Inboard Armrest Pitch Adjustment	Airbus A350  MMI  ITEM  ENT/FURNISHINGS  Item 1  Pilot Seats  Pilot Sidestick Armrest Height Adjustment  C  Pilot Sidestick Armrest Pitch Adjustment  C  Pilot Sidestick Armrest Memory Display Position  C  Pilot Inboard Armrest Pitch Adjustment  C  Pilot Inboard Armrest Pitch Adjustment  C	Airbus A350    NMEL T   1. REPA   2. N	Airbus A350    REVISION NOATE: 0   MMEL TABL   1. REPAIR 0   2. NUM   3. N     Item	Airbus A350  REVISION NO. 3 DATE: 02/16/2018    MMEL TABLE KEY		

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					IO. 3	PAGE NO.			
	Airbus A350		DAT	E: 0	2/16/2018	25-3			
					.E KEY CATEGORY				
SYSTEM &		1. [	_		BER INSTALL	FD			
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
25. EQUIPM	ENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4	Change Bar			
25-12	Third Occupant Seat								
25-12-01	Third Occupant Seat								
25-12-01A	Seat available in cabin	A	1	0	1) A pass passe availa the pe and 2) Repai	erative provided that: senger seat in the nger cabin is made ble to an FAA inspector for erformance of official duties, rs are made within t days.			
25-12-01B	Fourth occupant seat available	A	1	0	1) Fourth availa FAA ir perfor and 2) Repai	erative provided that: In occupant's seat is ble and acceptable to the Inspector for the Imance of official duties, Its are made within It days.			
25-12-01C	Required minimum safety equipment available	A	1	0	1) Requirequipment safety 2) Seat is FAA in performent and 3) Repaired 2 flight NOTE 1: The to perform the access NOTE 2: The determination of the safer for contract the safer for contract the safer for contract the safer	erative provided that: red minimum safety ment (oxygen and belt) is available, and s acceptable to the enspector for the mance of official duties, rs are made within t days. se provisos are intended rovide for occupancy of above seats by an inspector when the mum safety equipment rgen and safety belt) is etional and the inspector ermines the conditions to be eptable. pilot-in-command will ermine if the minimum ety equipment is functional other persons authorized to upy any observer seat(s).			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 3 PAGE NO.				
	Airbus A350				2/16/2018 25-4				
		_			E KEY				
SYSTEM & SEQUENCE	ITEM	1. F		MUN	R CATEGORY JMBER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
25. EQUIPM	IENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4	Chang Bar			
25-12	Third Occupant Seat								
25-12-02	Third Occupant Seat Horizontal Adjustment								
25-12-02A	Seat locked	D	1	0	May be inoperative provided that the seat is locked.				
25-12-02B	Seat not locked and secured	A	1	0	(M) May be inoperative for 2 flight days provided that the seat is secured and not occupied.				
					Refer to Item 25-12-01, Third Occupant Seat.				
25-12-03	Third Occupant Seat Other Adjustments (Vertical, Lumbar, and Recline)								
25-12-03A		D	3	0	One or more may be inoperative provided that the seating position is acceptable to the occupant.				
25-12-04	Third Occupant Seat Headrest Adjustment								
25-12-04A		D	1	0	(M) May be inoperative provided the headrest position is acceptable to the occupant or the headrest is removed.				
25-12-05	Third Occupant Seat Shoulder Harness								
25-12-05A		A	1	0	May be inoperative provided that:  1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight days.				
					Refer to Item 25-12-01, Third Occupant Seat.				

LLC DEDAR	TMENT OF TRANSPORTA	TIOI	\ I							
	VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.				
	Airbus A350	. \_			2/16/2018	25-5				
		мм	MMEL TABLE KEY							
OVOTENA O		_			CATEGORY					
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI					
NO.	I I LIVI			3. N		UIRED FOR DISPATCH				
OF FOLUDIA	ENT/ELIDNICHINGS			<u></u>	4. REMARKS	OR EXCEPTIONS				
Sequence No.	ENT/FURNISHINGS	1	2	3	4		Change			
		•		3	4		Bar			
25-12	Third Occupant Seat									
25-12-06	Third Occupant Seat Fifth Strap									
25-12-06A		Α	1	0		rative provided that: occupant seat is				
					consid	dered inoperative, and rs are made within				
						t days.				
					Refer to Item Seat.	25-12-01, Third Occupant				
25-12-07	Third Occupant Seat									
	Armrest									
25-12-07A		D	2	0	provided that	nay be inoperative the armrest position is the occupant.				

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0.0. DEI AIX	TIMENT OF TRANSFORT	11101	•		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO								
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO.			
	Allbus A350					25-6			
		_			E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED			
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
25. EQUIPM	ENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4		Change Bar		
25-13	Fourth Occupant Seat								
25-13-01	Fourth Occupant Seat								
25-13-01A		D	1	0		rative provided that the			
					seat is not oc	cupied.			
25-13-02	Fourth Occupant Seat Shoulder Harness								
25-13-02A		D	1	0		rative provided that the ered inoperative.			
					Refer to Item Occupant Sea	25-13-01, Fourth at.			
25-13-03	Fourth Occupant Seat Fifth Strap								
25-13-03A		D	1	0		rative provided that the ered inoperative.			
					Refer to Item Occupant Sea	25-13-01, Fourth at.			

EDERAL AVIATION ADMINISTRAT RCRAFT: Airbus A350			_	IO. 3 2/16/2018	PAGE NO. 25-7
Allbus Assu	MANA			.E KEY	20-1
/STEM & QUENCE ITEM NO.		REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
5. EQUIPMENT/FURNISHINGS					OTT EXCEL HONC
quence No. Item	1	2	3	4	
5-14 Cockpit Equipment					
5-14-01 Pilot Sliding Table					
5-14-01A	С	2	0		or both may be inoperative sition or removed.
5-14-02 Pilot Retractable Footrest					
5-14-02A	С	4	0		ore may be inoperative in on or removed.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO				_				
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 25-8			
		ммі	EL T	ABL	E KEY				
SYSTEM &		1. F	REP/	AIR C	CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLE				
NO.				3. N		UIRED FOR DISPATCH			
25 EOLUDM	ENT/ELIDNICHINGS				4. REMARKS	OR EXCEPTIONS			
Sequence No.	ENT/FURNISHINGS	1	2	3	4		Change		
25-21		•		3	4		Bar		
25-21	Passenger Compartment Seat								
25-21-01	Passengers Seat								
25-21-01A		D	_	_		rative provided that: loes not block an			
						ency exit, and			
			Seat does not restrict any     passenger from access to any						
			aircraft aisle, and 3) The affected seat(s) is blocked						
			and placarded						
		"DO NOT OCCUPY".							
						at with an inoperative seat is considered inoperative.			
					the r	erative seats do not affect equired number of flight ndants.			
					the s	cted seat(s) may include seat(s) behind and/or cent outboard seats.			
					betw that be co ensu	cted seat(s) located veen aisles may require all seats on affected row(s) onsidered inoperative to are that there is no iction of access to both es.			
25-21-02	Recline Mechanism								
25-21-02A	Seat back secured in the full upright position	D	_	_	occupied prov	operative and seat rided that seat back is full upright position.			
25-21-02B	Seat back immovable in the full upright position	D	_	0		rative and seat occupied seat back is immovable in sition.			
					Refer to Item	25-21-01, Passenger Seat.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO	N			Wite Let Minument Eden Metri Elet					
AIRCRAFT:		RE'			IO. 3 PAGE NO.					
	Airbus A350		DAT	E: 0	2/16/2018 25-9					
		MMI	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. 1		BER INSTALLED					
NO.				3. N	NUMBER REQUIRED FOR DISPATCH					
25 FOLUDMI					4. REMARKS OR EXCEPTIONS					
	5. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4 Change Bar					
25-21	Passenger Compartment Seat									
25-21-03	Passenger Seat Belt									
25-21-03A		D	_	0	One or more may be inoperative provided that the associated seat is considered inoperative.					
					Refer to Item 25-21-01, Passenger Seat.					
25-21-04	Passenger Seat Airbag									
25-21-04A		D	_	0	One or more may be inoperative provided that the associated seat is considered inoperative.					
					Refer to Item 25-21-01, Passenger Seat.					
25-21-05	Passenger Seat Armrest									
25-21-05A	Affected seat that requires armrest positioning for Taxi, Takeoff, and Landing	D	_	0	<ul> <li>(M) One or more may be inoperative provided that: <ol> <li>The affected armrest does not block an emergency exit, and</li> <li>The affected armrest does not restrict any passenger access to the main aisle, and</li> <li>The affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.</li> </ol> </li></ul>					
25-21-05B	Passenger seat considered inoperative	D	_	0	One or more may be inoperative provided that:  1) The affected armrest does not block an emergency exit, and 2) The affected armrest does not restrict any passenger access to the main aisle, and 3) The associated seat is placarded inoperative and is not used.  Refer to Item 25-21-01, Passenger Seat.					

U.S. DEPAR	TMENT OF TRANSPORT	TIOI	N		MASTF	R MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE'	VISIC TAD		O. 3 2/16/2018	PAGE NO. 25-10	
	Alibus A550	BABAI				25-10	
		_			E KEY CATEGORY		
SYSTEM &	ITEM				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH	
1399-78-78-78-78-78	ENT/FUDNICUINGS				4. REMARKS	OR EXCEPTIONS	
Sequence No.	ENT/FURNISHINGS	1	2	3	4		Change
25-21	Passenger	'	2	3	4		Bar
23-21	Compartment Seat						
25-21-06	Underseat Baggage Restraining Bar						
25-21-06A		С	_	_	provided that:  1) Bagga associ 2) The as "DO N UNDE 3) Procee	age is not stowed under the lated seat, and ssociated seat is placarded IOT STOW BAGGAGE IR THIS SEAT", and dures are established to Cabin Crew of inoperative ning bar.	
25-21-07	Passenger Seat Stowage Access Door						
25-21-07A	Affected stowage secured closed	D	_	0	missing provided the after	ifected stowage artment is empty, and ifected stowage artment access is secured went the use of the	
25-21-07B	Associated seat considered inoperative	D	_	0	missing provid seat is consid	may be damaged or ded that the associated ered inoperative. 25-21-01, Passenger Seat.	

US DEPAR	TMENT OF TRANSPORTA	OITA	VI				
0.0. DEI 741	TIME IN THE WAY		•		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO			<del></del>			
AIRCRAFT:	Airbus A350	RE\	VISIC DAT		O. 3 2/16/2018	PAGE NO. 25-11	
		ммі	FI T	ΔRI	E KEY		
0)/07=1/4		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	NUM	BER INSTALLI	ED	
NO.	I I CIVI			3. N		UIRED FOR DISPATCH	
				<u></u>	4. REMARKS	OR EXCEPTIONS	
	ENT/FURNISHINGS			_	T.		Change
Sequence No.	Recognition	1	2	3	4		Bar
25-21	Passenger Compartment Seat						
25-21-08 ***	Passenger Mini-Suite Taxi, Takeoff, and Landing (TTL) Light						   
25-21-08A		С	_	0	occupied prov	operative and seat vided that alternate re established and used.	   
25-21-09 ***	Passenger Mini-Suite Door						
25-21-09A		D		0	and seat(s) or	ore may be inoperative ecupied provided that the (s) is secured in the fully or removed.	
1		1			l		

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: Airbus A350  REVISION NO. 3 DATE: 02/16/2018  MMEL TABLE KEY  1. REPAIR CATEGORY  SYSTEM & SEQUENCE ITEM NO.  25. EQUIPMENT/FURNISHINGS  Sequence No. Item 1 2 3 4  25-22 Flight Attendant Seat  25-22-01 Flight Attendant Seats  25-22-01 Required flight attendant seats  B - (M)(O) One seat position) may be provided that: 1) Affected seat passembly is not assembly is not the inoperative seeither an adjact attendant seat seat which is republished in creation assigned dutie 3) Alternate procestablished an published in creation assigned dutie 3) Alternate procestablished an published in creation and 4) Floding types automatically oretracted posit 5) Passenger seat attendant is ple FLIGHT ATTE  NOTE 1: An automatic will not stow considered in NOTE 2: A seat position in operative of system is considered in NOTE 2: A seat position in particle of the processor of					
AIRCRAFT: Airbus A350  MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  ITEM NO.  25. EQUIPMENT/FURNISHINGS  Sequence No. Item 1 2 3 4  25-22 Flight Attendant Seat  25-22-01 Flight Attendant Seat  25-22-01 Required flight attendant seats  B (M)(O) One seat posit (dual position) may be provided that:  1) Affected seat passembly is not 2) Flight attendant inoperative see either an adjact attendant seat seat which is represented in companies of the inoperative most effectivel assigned dutie assigned dutie assigned dutie (assigned dutie assigned dutie (assigned	IMUM EQUIPMENT LIST				
MMEL TABLE KEY  SYSTEM & SEQUENCE   ITEM   NO.   1. REPAIR CATEGORY  25. EQUIPMENT/FURNISHINGS  Sequence No.   Item   1   2   3   4  25-22   Flight Attendant Seat   25-22-01   Flight Attendant Seat   25-22-01   A Required flight attendant seats   B   (M)(O) One seat position) may be provided that:  1) Affected seat assembly is no. 2) Flight attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not either an adjact attendant seat seat which is not effectively assigned duties assigned duties of the inoperative seat which is not seat which is not stown and seat which is not stown as a seat which is not stown as a seat which is not stown and seat which is not stown as a seat w	NO.				
SYSTEM & SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED IN 4. REMARKS OR EX  25-22 Flight Attendant Seat  25-22-01 Flight Attendant Seat  25-22-01A Required flight attendant seats  B (M)(O) One seat position may be provided that:  1) Affected seat assembly is not assembly is not either an adjact attendant seat seat which is not the inoperative seat which is not the inoperative most effectivel assigned dutie assigned dutie assigned dutie assigned dutie assigned attendant in perfective assigned dutie assigned attendant in perfective assigned dutie assigned dutie assigned dutie assigned dutie assigned dutie assigned attendant in perfective assigned dutie assig	25-12				
SEQUENCE NO.  25. EQUIPMENT/FURNISHINGS  Sequence No.   Item					
Sequence No.   Item   1   2   3   4    25-22   Flight Attendant Seat   25-22-01A   Required flight attendant seats   B   -   (M)(O) One seat position) may be provided that:   1) Affected seat passembly is not assembly is not either an adjact attendant seat seat which is not the inoperative seath which is not the inoperative seath of the inopera					
25. EQUIPMENT/FURNISHINGS  Sequence No. Item 1 2 3 4  25-22 Flight Attendant Seat  25-22-01 Flight Attendant Seat  25-22-01A Required flight attendant seats  B (M)(O) One seat posit (dual position) may be provided that:  1) Affected seat y assembly is not 2) Flight attendant inoperative see either an adjact attendant seat seat which is refer the inoperative most effectivel assigned dutie.  3) Alternate procestablished an published in commanuals, and 4) Folding type so automatically or retracted posit 5) Passenger sea attendant is placed in Commanuals.  NOTE 1: An automatic will not stow considered in NOTE 2: A seat position in comperative of the considered in NOTE 2: A seat position in compensative of the considered in NOTE 2: A seat position in compensative of the considered in NOTE 2: A seat position in compensative of the considered in NOTE 2: A seat position in compensative of the considered in NOTE 2: A seat position in compensative of the considered in NOTE 2: A seat position may be provided that:  1) Affected seat y assembly is not either an adjact attendant seat seat which is reference in the considered in the consid	FOR DISPATCH				
Sequence No.   Item					
25-22 Flight Attendant Seat  25-22-01 Flight Attendant Seat  25-22-01A Required flight attendant seats  B - (M)(O) One seat posit (dual position) may be provided that:  1) Affected seat year assembly is in assembly is in the inoperative seath which is in the inoperative most effectively assigned dutie  3) Alternate proceestablished in cryonal manuals, and  4) Folding type so automatically or retracted posit or expressions of the inoperative of the inoperative seath o					
25-22-01 Flight Attendant Seat  25-22-01A Required flight attendant seats  B - (M)(O) One seat position) may be provided that:  1) Affected seat passembly is not assembly is not 2) Flight attendar inoperative see either an adjact attendant seat seat which is not the inoperative most effectivel assigned duties  3) Alternate procestablished an published in crimanuals, and  4) Folding type so automatically oretracted position of the provided that:  NOTE 1: An automatic will not stow considered in the process of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  NOTE 2: A seat position of the provided that:  1) Affected seat passembly is not assembly is not	Change Bar				
25-22-01A Required flight attendant seats  B (M)(O) One seat posit (dual position) may be provided that:  1) Affected seat passembly is not assembly is not 2) Flight attendar inoperative seat which is represented the inoperative most effectively assigned duties.  3) Alternate procestablished and published in commanuals, and 4) Folding type so automatically or retracted posit.  5) Passenger seat attendant is played.  KNOTE 1: An automatic will not stow considered inoperative or system is considered in the construction of the construction					
attendant seats  (dual position) may be provided that:  1) Affected seat passembly is not assembly is not 2) Flight attendar inoperative seether an adjact attendant seat seat which is rathe inoperative most effectively assigned dutie.  3) Alternate proceestablished an published in or manuals, and.  4) Folding type sautomatically or retracted posit.  5) Passenger seattendant is ple FLIGHT ATTE.  NOTE 1: An automative will not stow considered inoperative or system is co.					
inoperative.  (Continued)	t position or seat not occupied, and ant(s) displaced by eat(s) occupies acent flight at or the passenger most accessible to we seat(s) so as to ely perform ies, and cedures are and used as crewmember d seat stows or is secured in the sition, and eat assigned to flight blacarded "FOR ENDANT ONLY".  Itic folding seat that w automatically is inoperative.  Iticin with an or missing restraint considered				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST	—
FEDERAL A	VIATION ADMINISTRATIO	N				_
AIRCRAFT:	Airbus A350	RE'			NO. 3 02/16/2018 PAGE NO. 25-13	
		MM	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	-	-	-		
Sequence No.	Item	1	2	3	4 Chan Bar	
25-22	Flight Attendant Seat					
25-22-01	Flight Attendant Seat (Cont'd)					
25-22-01A	Required flight attendant seats (Cont'd)					
25-22-01B	Excess flight attendant seats	С		_	NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.  NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.  (M) May be inoperative provided that:  1) Affected seat position or seat assembly is not occupied, and 2) Folding type seat stows automatically or is secured in the retracted position.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

II C DEDAD	TMENT OF TRANSPORTA	TIO	NI.				
U.S. DEFAIN	TIMENT OF TRANSPORTA	(TIOI	V		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\	/ISIC DAT		O. 3 2/16/2018	PAGE NO. 25-14	
		ммі	EL T	ABL	E KEY		
OVOTENA O					CATEGORY		
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALI				ED	
NO.	ITEM			3. N	JUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
25-35	Galley Equipment						
25-35-01	Galley/Cabin Waste Compartment Flapper Door						
25-35-01A		C			or missing pro  1) The as waste and  2) The as secure introdu  3) Procee ensure galley, are av	essociated galley/cabin compartment is empty, essociated access is ed to prevent waste action, and dures are established to e that sufficient example to accommodate all that may be generated on	

AIRCRAFT:	VIATION ADMINISTRATIO		_		O. 3 PAGE NO.		
	Airbus A350		DAT	E: 0	2/16/2018 25-15		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	ENT/FURNISHINGS	Τ.				Chang	
Sequence No.	Item	1	2	3	4	Bar	
25-40 25-40-01	Lavatories Toilet Waste Compartment Flapper Door						
25-40-01A		C	_	_	<ul> <li>(M) May be inoperative provided that: <ol> <li>Associated waste container is empty, and</li> <li>Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, and</li> <li>Lavatory is used only by crewmembers, and</li> <li>Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER".</li> </ol> </li> <li>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</li> </ul>		
25-40-02	Exterior Lavatory Ashtray						
25-40-02A	50% or less inoperative	A	_	_	Up to and including 50% may be inoperative or missing for 10 consecutive calendar-days.  NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.		
25-40-02B	More than 50% inoperative	A	_	0	More than 50% may be inoperative or missing for 3 consecutive calendar-days.  NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 3 PAGE NO.
_	Airbus A350				2/16/2018 25-16
		MM	EL T	ABL	E KEY
YSTEM & EQUENCE NO.	ITEM	1. F	_	MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH
25. FQUIPMI	ENT/FURNISHINGS				4. REMARKS OR EXCEPTIONS
equence No.	Item	1	2	3	4
5-50	Additional Compartments				
25-50-01 ***	Crew Rest Compartment Bunk Bed				
25-50-01A		С	_	0	One or more may be inoperative provided that:  1) Affected bunk bed is placarded inoperative and is not used, and 2) Procedures do not require its use.
25-50-02 ***	Flightcrew Rest Compartment Seat				
25-50-02A		С	1	0	May be inoperative provided that:  1) Seat is placarded inoperative and is not used, and  2) Procedures do not require its use.
25-50-03	Decompression Panel between FCRC and Cabin				
25-50-03A		С	1	0	(O) May be damaged or missing provided that:  1) Precaution is taken while accessing or exiting bunk beds, and  2) Procedures do not require use of the FCRC.
25-50-04	Decompression Panel on CCRC Access Door				
25-50-04A	Panel damaged or missing	D	1	0	May be damaged or missing.
25-50-04B	Panel inoperative in the closed position	D	1	0	(M) May be inoperative in the closed position provided that the CCRC access sliding door is secured in the open position.

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LI	IST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	NO. 3 PAGE NO.	
7	Airbus A350	``_			02/16/2018 25-17	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS				,	
Sequence No.	Item	1	2	3	4	Change Bar
25-50	Additional Compartments					
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets					
25-50-05A	Door(s) secured closed	С			<ul> <li>(M) May be inoperative provided that: <ol> <li>Procedures are established to secure the affected bin, compartment, or closet in the closed position, and</li> <li>Affected bin, compartment, or closet is prominently placarded "DO NOT USE", and</li> <li>Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.</li> </ol> </li> <li>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	A: A250	RE'			IO. 3	PAGE NO.	
	Airbus A350				2/16/2018	25-18	
					E KEY		
SYSTEM &		1. F	REP/	-n			
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH	
NO.				5.1		OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS				1111211111111	01(2/02) 1101(0	
Sequence No.	Item	1	2	3	4		Change Bar
25-50	Additional						
	Compartments						
25-50-05	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)						
25-50-05B	Door(s) removed or secured open	C			1) For no affected 2) For reduced to position 3) Affected closet any item perma 4) Affected closet "DO N 5) Proceed used to passed compa 6) Passed affected closet NOTE 1: For partial entire consistent NOTE 2: Any location compared to passed to passed affected closet note that the partial entire consistent note that the passed that the passe	e inoperative provided that: on-retractable doors, and tractable doors, affected in tractable doors, affected in tractable doors, affected in tracted (fully open) on, and and ad bin, compartment, or is not used for storage of ams except those anently affixed, and ad bin, compartment, or is prominently placarded in its prominently placarded in its prominently placarded in its prominently placarded in its prominently or closets, and ingers of inoperative bins, artments, or closets, and ingers are briefed that and bin, compartment, or is not used.  Overhead bins, if no its prominently its prominent i	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	25-19	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
25-50	Additional Compartments						
25-50-06 ***	Storage Compartment Locks						
25-50-06A		D	_	0		operative in the unlocked ded doors can be secured as.	

AIRCRAFT:	VIATION ADMINISTRATI Airbus A350				IO. 3 2/16/2018	PAGE NO. 25-20			
	Alibus Asso	BABAI				23-20			
					E KEY CATEGORY				
SYSTEM &	10 <u>1011</u>	'		NUMBER INSTALLED					
EQUENCE	ITEM		,			UIRED FOR DISPATCH			
NO.				5300		OR EXCEPTIONS			
25. EQUIPM	ENT/FURNISHINGS	•							
Sequence No.	Item	1	2	3	4				
25-62	Cabin Escape Facilities								
25-62-01	Slide/Raft								
25-62-01A					Refer to Item Door/Slide/Ra	52-10-01, Cabin aft.			
25-62-02	SLIDE ARMED light								
25-62-02A		С	8	0	(O) One or m	ore may be inoperative.			
25-62-03 ***	Slide Buzzer								
25-62-03A		D	8	0	One or more	may be inoperative.			

AIRCRAFT:	VIATION ADMINISTRATION		/ISIC	N NC	O. 3 PAGE NO.	
	Airbus A350				2/16/2018 25-21	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	1				
Sequence No.	Item	1	2	3	4	Chang Bar
25-64	First Aid Equipment					•
25-64-01	First Aid Kit (FAK)					
25-64-01A	Any FAK in excess of those required	D	_	_	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-64-01B	More than one FAK required	A	I	_	<ul> <li>(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided that: <ol> <li>FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>Repairs or replacements are made within one flight.</li> </ol> </li> </ul>	
25-64-02	Emergency Medical Kit (EMK)					
25-64-02A	Any EMK in excess of those required	D	_	_	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
25-64-02B	Required EMK	A	_	0	<ul> <li>(O) May be incomplete, missing, or inoperative provided that:</li> <li>1) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>2) Repairs or replacements are made within one flight.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				IO. 3 2/16/2018	PAGE NO. 25-22
	711100071000	ММ			E KEY	20 22
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS		REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Cha B
25-64	First Aid Equipment					
25-64-03	Automatic External Defibrillator (AED)					
25-64-03A	Any AED in excess of those required	D	_	_	,	s of those required by be incomplete, missing, or
25-64-03B	Required AED	A		0	inoperative properties of the	rovided that: s resealed in a manner that entify it as a unit that be mistaken for a fully eable unit, and rs or replacements are within one flight.

	TMENT OF TRANSPORTA		٧		MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.
7 (	Airbus A350	. \_			2/16/2018	25-23
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. N		BER INSTALLE	
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS
25. EQUIPM	ENT/FURNISHINGS				4. INLIMATINO	OK EXCEL HONG
Sequence No.	Item	1	2	3	4	Change Bar
25-65	Emergency Equipment					
25-65-01	Cockpit Flashlight/Holder					
25-65-01A		D	4	2	One must be crewmember.	operative for each
25-65-02	Cabin Flashlight/Holder					
25-65-02A		D	1	8	One must be cabin crewme	operative for each required ember.
25-65-04	Portable Emergency Locator Transmitter					
25-65-04A		D	1	-		of those required by be inoperative or missing.
25-65-05	Fireproof Gloves					
25-65-05A	Fire gloves 'C' repair interval	С	ı	0	One or more in missing.	may be damaged or
25-65-05B	Fire gloves 'D' repair interval and procedures do not require their use	D	1	0		may be damaged or ded that procedures do not use.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//016	<u> </u>	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 25-24	
		ммі	EL T	ABL	E KEY		
					CATEGORY		
SYSTEM &		1			BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				1000000		OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS	,					
Sequence No.	Item	1	2	3	4		Change Bar
25-66	Floatation and Survival Equipment						
25-66-01	Life Vest						
05 66 04 A		_			Any in avasas	of those required by	
25-66-01A		D				s of those required by be inoperative or missing.	
25-66-02	Supplemental						
***	Survival Kit						
25-66-02A		A	8	7	provided that:  1) Assoc inoper  2) Repair  1 flight	iated door is considered rative, and rs are made within t day.  52-10-01, Cabin	

VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	.IST
		VISIO	ON N	NO. 3 PAGE NO.	
Airbus A350		DAT	E: 0	02/16/2018 25-25	
	1. F				
ITEM		2. 1			
			5000000	4. REMARKS OR EXCEPTIONS	
	1 .	1 .	1 .		Change
	1	2	3	4	Bar
Transmitter (ELT)					
Fixed Emergency Locator Transmitter					
Any required fixed ELTs that are inoperative	A	_	0	<ul><li>(M) May be inoperative provided that:</li><li>1) System is deactivated, and</li><li>2) Repairs are made within</li><li>90 days.</li></ul>	
Any required fixed ELTs that are missing	А	_	0	May be missing provided that repairs are made within 90 days.	
Any in excess of those required that are inoperative	D	_	_	(M) Any in excess of those required by 14 CFR may be inoperative provided that system is deactivated.	
Any in access of those required that are missing	D			Any in excess of those required by 14 CFR may be missing.	
	ITEM  ENT/FURNISHINGS  Item  Emergency Locator Transmitter (ELT)  Fixed Emergency Locator Transmitter  Any required fixed ELTs that are inoperative  Any in excess of those required that are inoperative  Any in access of those required that are required that are inoperative	ITEM  ITEM  ITEM  ITEM  ITEM  ITEM  Item  I Emergency Locator Transmitter (ELT)  Fixed Emergency Locator Transmitter  Any required fixed ELTs that are inoperative  Any in excess of those required that are inoperative  Any in access of those required that are required that are inoperative  Any in access of those required that are	ITEM  ITEM	ITEM  ITEM	ITEM  ITEM

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	25-26	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. ľ		BER INSTALLE	UIRED FOR DISPATCH	
NO.				5. 1		OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	1					
Sequence No.	Item	1	2	3	4		Change Bar
25-90	Furnishing and Equipment						
25-90-01	Nonessential Equipment and Furnishings (NEF)						
25-90-01A				0	missing provid deferred in ac deferral progra procedures, a in the operato (M) and (O) p must be availa included in the appropriate de NOTE: Exterio	rative, damaged, or ded that the item(s) is accordance with an NEF am. The NEF program, and processes are outlined ar's (insert name) manual. rocedures, if required, able to the flightcrew and a aircraft operator's ocument.  Or lavatory door ashtrays at considered NEF items.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	NO. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	02/16/2018 26-1	
					LE KEY	
SYSTEM &		1. F			CATEGORY IBER INSTALLED	_
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	_
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	
26-01	FIRE Overhead Panel					
26-01-01	LED in ENG FIRE pb-sw					
26-01-01A		С	16	8	A maximum of four LEDs in each ENG FIRE pb-sw may be inoperative.	
26-01-02	LED in APU Fire pb-sw					
26-01-02A	A maximum of four LEDs inoperative	С	8	4	A maximum of four LEDs may be inoperative.	
26-01-02B	Five or more LEDs inoperative	С	8	0	Five or more LEDs may be inoperative provided that the APU is considered inoperative.	
					Refer to Item 49-10-01, APU Powerplant.	
26-01-03	ENG AGENT pb DISCH light					
26-01-03A		С	4	0	One or more may be inoperative.	
26-01-04	ENG AGENT pb SQUIB light					
26-01-04A		С	4	0	One or more may be inoperative.	
26-01-05	APU AGENT pb DISCH light					
26-01-05A		С	1	0	May be inoperative.	
26-01-06	APU AGENT pb SQUIB light					
26-01-06A		С	1	0	May be inoperative.	
26-01-31	FIRE TEST pb					
26-01-31A		С	1	0	(M) May be inoperative provided that the maintenance fire test is performed before the first MMEL dispatch and then before the first flight of each day.	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 3	PAGE NO.	
	Airbus A350				2/16/2018	26-2	
		_			E KEY		
SYSTEM &		1. [			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				6000000		OR EXCEPTIONS	
26. FIRE PR	OTECTION			1			To:
Sequence No.	Item	1	2	3	4		Chang Bar
26-02	CARGO SMOKE Overhead Panel						
26-02-01	AGENT TO FWD(AFT) pb SMOKE light						
26-02-01A		A	2	0		may be inoperative for ve calendar-days.	
26-02-02	AGENT TO FWD(AFT) pb DISCH light						
26-02-02A		С	2	0	One or both r	may be inoperative.	
26-02-03	<b>BTL1(2) light</b> (A350-900 Series)						1
26-02-03A		С	2	0	One or both r	may be inoperative.	
26-02-04	BTL1(2)(3) light (A350-1000 Series)						
26-02-04A		С	3	0	One or more	may be inoperative.	1

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 3 PAGE NO.	
	Airbus A350				2/16/2018 26-3	
		_			E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				0	4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
26-03	CABIN SMOKE Overhead Panel					
26-03-01	IFEC pb-sw SMOKE light					
26-03-01A	IFEC available	С	1	0	May be inoperative.	
26-03-01B	IFEC pb-sw set to off	D	1	0	May be inoperative provided that the IFEC pb-sw is set to OFF.	
26-03-02	IFEC pb-sw OFF light					
26-03-02A		С	1	0	May be inoperative.	
26-03-03 ***	PAX BBAND pb-sw SMOKE light					
26-03-03A	PAX BBAND available	С	1	0	May be inoperative.	
26-03-03B	PAX BBAND pb-sw set to OFF	D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.	
26-03-04 ***	PAX BBAND pb-sw OFF light					
26-03-04A		С	1	0	May be inoperative.	

US DEPAR	TMENT OF TRANSPORTA	OITA	V				
0.0. DEI 741	TIME IN THE WAY OF THE		•		MASTE	R MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 26-4	
		ММІ	FI T	ΛRI	E KEY		
121010-2012-201011-21		_			CATEGORY		
SYSTEM &	ITEN 4				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
26. FIRE PR	OTECTION	T	1	1			l au
Sequence No.	Item	1	2	3	4		Change Bar
26-04	MLG BAY Overhead Panel						
26-04-01	MLG BAY FIRE light						
26-04-01A		С	1	0	May be inope	rative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUI	IPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 26-5	5
	711100071000	BABAI			E KEY	20 0	<u>,                                      </u>
X-24-00-4-22-00-00-00-00-00-00-00-00-00-00-00-00-		_			CATEGORY		
SYSTEM &	ITEN 4				BER INSTALLI	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISP	ATCH
300,400,000					4. REMARKS	OR EXCEPTION	S
26. FIRE PR			ı		<u> </u>		Change
Sequence No.	Item	1	2	3	4		Bar
26-05	VENT Overhead Panel						I
26-05-01	AVNCS SMOKE light						
26-05-01A		С	1	0	May be inope	rative.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 3 PAGE NO.	
	Airbus A350				2/16/2018 26-6	
		ММІ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
	ATEATION				4. REMARKS OR EXCEPTIONS	
26. FIRE PRO	Item	1	2	3	4	Chan
26-10	Engine, APU, and MLG Bay and Overhead Detection	•	2	3		Bar
26-10-01	Engine Fire Detection Loop					
26-10-01A		С	4	2	One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.	
26-10-02	APU Fire Detection Loop					
26-10-02A	One APU fire detection loop inoperative	С	2	1	One may be inoperative.	
26-10-02B	Both APU fire detection loops inoperative	С	2	0	(O) Both may be inoperative provided that:  1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted.  Refer to Item 49-10-01, APU Powerplant.	
26 40 02	ADII Fire Detection				i owerplant.	
<b>26-10-03</b> 26-10-03A	APU Fire Detection	С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) APU is considered inoperative, and</li> <li>2) ETOPS beyond 180 minutes is not conducted.</li> <li>Refer to Item 49-10-01, APU</li> </ul>	
<b>26-10-04</b> 26-10-04A	MLG Bay Fire Detection Loop	С	2	1	Powerplant.  One may be inoperative.	

		ב	11011	71 1	IO O DAGENIO	
	Airbus A350	KE,			IO. 3 PAGE NO. 26-7	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	1
26. FIRE PRO	OTECTION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
26-10	Engine, APU, and MLG Bay and Overhead Detection					
26-10-05	Engine Conversion Module Channel					
26-10-05A		С	4	2	(O) One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.	
26-10-06	APU/MLG Bay Conversion Module Channel					
26-10-06A		С	2	1	(O) One may be inoperative.	
26-10-07	Fire Protection Function 1					
26-10-07A		С	1	0	(O) May be inoperative.	
26-10-08	Fire Protection Function 2					
26-10-08A		С	1	0	(O) May be inoperative.	
26-10-09	Fire Protection Function 3					
26-10-09A		С	1	0	(O) May be inoperative.	
26-10-10	Fire Protection Function 4					
26-10-10A		С	1	0	(O) May be inoperative.	
26-10-11	FIRE light on ENGINE MASTER lever					
26-10-11A		С	2	0	One or both may be inoperative.	

	<u>VIATION ADMINISTRATIO</u>				<u> </u>	
AIRCRAFT:	Airbus A350	RE\	VISIC DAT		O. 3 PAGE NO. 26-8	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
26. FIRE PRO	OTECTION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
26-15	Avionics Compartment Fire and Smoke Detection					Dai
26-15-01	Smoke Detection Redundancy					
26-15-01A		Α	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-02	Left Avionics Smoke Detection Redundancy					
26-15-02A		Α	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-03	Right Avionics Smoke Detection Redundancy					
26-15-03A		Α	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-04 ***	IFE Smoke Detection Redundancy					
26-15-04A		А	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15 <b>-</b> 05 ***	IFE Smoke Detection					
26-15-05A		D	1	0	May be inoperative provided that the IFEC pb-sw set to OFF.	
26-15-06 ***	PAX BBAND Smoke Detection Redundancy					
26-15-06A		Α	1	0	May be inoperative for 90 consecutive calendar-days.	
26-15-07 ***	PAX BBAND Smoke Detection					
26-15-07A		D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.	

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT I	_IST			
	VIATION ADMINISTRATIO									
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 26-9				
	Allbus Assu					20-9				
-		_			E KEY					
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.		4. REMARKS OR EXCEPTIONS								
26. FIRE PROTECTION										
Sequence No.	Item	1	2	3	4		Change Bar			
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection									
26-16-01	FWD Cargo Smoke Detection Redundancy									
26-16-01A		А	1	0	May be inope 90 consecutiv	rative for ve calendar-days.				
26-16-02	FWD Cargo Smoke Detection									
26-16-02A		С	1	0	procedures and ensure the FV empty or is very empty cargo I (ballast may be Fly Away Kits)  NOTE: Operation which inclusions	ator MELs should define items are approved for ion in the Fly Away Kits hich materials can be used				
26-16-03	AFT/BULK Cargo Smoke Detection Redundancy									
26-16-03A		A	1	0	May be inope 90 consecutiv	rative for ve calendar-days.				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO.	
	Alibus Assu					26-10	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
26. FIRE PR	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
26-16	Lower Deck Cargo Compartment Fire and Smoke Detection						
26-16-04	AFT/BULK Cargo Smoke Detection						
26-16-04A		С	1	0	procedures are ensure the AF remains empty only empty caballast (ballas and/or Fly Aw NOTE: Operawhich inclusi	itor MELs should define items are approved for on in the Fly Away Kits hich materials can be used	

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT	LIST					
	VIATION ADMINISTRATION											
AIRCRAFT:	Airbus A350	RE			O. 3	PAGE NO.						
	Alfbus A350				2/16/2018	26-11						
			MMEL TABLE KEY  1. REPAIR CATEGORY									
SYSTEM &		1. F										
SEQUENCE	ITEM	2. NUMBER INSTALLED										
NO.		NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS										
26. FIRE PR	OTECTION				4. KEWAKKS	OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4		Change					
26-17		•	_		7		Bar					
20-17	Lavatory Fire and Smoke Detection											
26-17-01	Lavatory Smoke Detection											
26-17-01A		C		0	smoke detect inoperative properative prope	ory waste receptacle is						

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	0.3	PAGE NO.		
_	Airbus A350	. \_			2/16/2018	26-12		
		ММІ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.		3. NUMBER REQUIRED FOR DISPATCH						
26. FIRE PRO	OTECTION	4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4		Change Bar	
26-18	Cabin Sub-Compartment Fire and Smoke Detection						Ju	
26-18-01 ***	FCRC Smoke Detection							
26-18-01A		D	1	0	1) The FC is place 2) The FC storage and 3) A proceuriodi	operative provided that: CRC is locked closed and arded inoperative, and CRC is not used for e of for any other purpose, edure is used to cally check the absence of in the FCRC.		
26-18-02 ***	CCRC Smoke Detection Redundancy							
26-18-02A		Α	1	0	May be inoper 90 consecutive	rative for e calendar-days.		
26-18-03 ***	CCRC Smoke Detection							
26-18-03A		D	1	0	1) The CC is place 2) The CC storage and 3) A proce periodi	operative provided that: CRC is locked closed and arded inoperative, and CRC is not used for e or for any other purpose, edure is used to cally check the absence of in the CCRC.		

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350			ON N		26-13
	Alibus Assu	BABA				.0-13
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
NO.				1,002/000C	4. REMARKS OR EXCEPTI	
26. FIRE PR	OTECTION	1	_			191
Sequence No.	Item	1	2	3	4	Cha E
26-20	Engine and APU Fire Extinguishing					
26-20-01	Engine Fire Extinguishing Bottle Monitoring					
26-20-01A		С	4	0	(M)(O) One or more may be provided that the associated extinguishing bottle is check correctly charged.	fire
26-20-02	APU Fire Extinguishing Bottle Monitoring					
26-20-02A	APU bottle correctly charged	С	1	0	(M)(O) May be inoperative p the APU fire extinguishing be checked to be correctly char	ottle is
26-20-02B	APU not used	С	1	0	(O) May be inoperative provi 1) The APU is considered inoperative, and 2) ETOPS beyond 180 mot conducted. Refer to Item 49-10-01, APU	ed minutes is
					Powerplant.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.							
	Airbus A350		DAT	E: 0	2/16/2018 26-14							
		_			E KEY							
SYSTEM &		1. F	REPAIR CATEGORY     2. NUMBER INSTALLED									
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH							
NO.				J. 1	4. REMARKS OR EXCEPTIONS							
26. FIRE PR	OTECTION		<u> </u>	<u> </u>	,							
Sequence No.	Item	1	2	3	4	Chan						
26-20	Engine and APU Fire Extinguishing											
26-20-03	Squib of the APU Fire Extinguishing Bottle					I						
26-20-03A	One squib inoperative (Aircraft without MP L43487/ MOD 111847)	С	2	1	(M)(O) One may be inoperative provided that the remaining squib is checked operative.							
26-20-03B	One squib inoperative (Aircraft with MP L43487/ MOD 111847)	С	2	1	(O) One may be inoperative.	     						
26-20-03C	Both squibs inoperative	С	2	0	<ul> <li>(O) Both may be inoperative provided that:</li> <li>1) The APU is considered inoperative, and</li> <li>2) ETOPS beyond 180 minutes is not conducted.</li> <li>Refer to Item 49-10-01, APU</li> </ul>	l						
					Powerplant.							
26-20-04	Squib of the Engine Fire Extinguishing Bottle (Aircraft with MP L43487/ MOD 111847)											
26-20-04A		С	8	4	(O) One on each engine fire extinguishing bottle may be inoperative.							

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.	
	Airbus A350				2/16/2018 26-15	
					E KEY Category	
SYSTEM & SEQUENCE NO.	ITEM	''	_	MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
26. FIRE PRO	OTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing					
26-23-01	FWD Cargo Fire Extinguishing System Redundancy					
26-23-01A		А	1	0	May be inoperative for 90 consecutive calendar-days.	
26-23-02	FWD Cargo Fire Extinguishing System					
26-23-02A		С	1	0	(O) May be inoperative provided that procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-23-03	AFT/BULK Cargo Fire Extinguishing System Redundancy					
26-23-03A		А	1	0	May be inoperative for 90 consecutive calendar-days.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.	1.0
	Airbus A350				2/16/2018 26-1	10
					E KEY Category	
SYSTEM &		1. [			BER INSTALLED	
QUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISP	PATCH
NO.				0.,	4. REMARKS OR EXCEPTION	
6. FIRE PR	OTECTION					
quence No.	Item	1	2	3	4	
6-23	Lower Deck Cargo Compartment Fire Extinguishing					
6-23-04	AFT/BULK Cargo Fire Extinguishing System					
26-23-04A		С	1	0	(O) May be inoperative provided procedures are established and ensure the AFT/BULK comparts remains empty or is verified to only empty cargo handling equiballast (ballast may be loaded if and/or Fly Away Kits.	d used to ment contain pment,
					NOTE: Operator MELs should of which items are approved inclusion in the Fly Away and which materials car as ballast.	ed for y Kits
6-23-05	Cargo Fire Extinguishing System Redundancy					
6-23-05A		А	1	0	May be inoperative for 90 consecutive calendar-days.	
26-23-06	Cargo Fire Extinguishing System					
26-23-06A		С	1	0	(O) May be inoperative provided procedures are established and ensure both cargo compartment empty or are verified to contain empty cargo handling equipment (ballast may be loaded in ULDs Fly Away Kits.	d used to its remain only nt, ballast
					NOTE: Operator MELs should of which items are approve inclusion in the Fly Away and which materials car as ballast.	ed for y Kits

AIRCRAFT:	VIATION ADMINISTRATIC Airbus A350				O. 3 2/16/2018	PAGE NO. 26-17	
	Alibus A350					20-17	
		_			E KEY CATEGORY		
SYSTEM &	ITEM.				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH	
2019/2010/01	OTFOTION .				4. REMARKS	OR EXCEPTIONS	
26. FIRE PRO	Item	1	2	3	4		Chang
26-23	Lower Deck Cargo	•		3	7		Bar
20-23	Compartment Fire Extinguishing						
26-23-07	Cargo Fire Extinguishing System Bottle 1 Squib						I
26-23-07A		A	2	1		noperative for ve calendar-days.	I
26-23-08	Cargo Fire Extinguishing System Bottle 1						
26-23-08A		С	1	0	procedures at ensure both of empty or are empty cargo l	noperative provided that re established and used to cargo compartments remain verified to contain only handling equipment, ballast be loaded in ULDs), and/or s.	
					which inclusi	ator MELs should define items are approved for ion in the Fly Away Kits hich materials can be used last.	
26-23-09	Cargo Fire Extinguishing System Bottle 2 Squib						I
26-23-09A		A	2	1		noperative for ve calendar-days.	I

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATIO		"016		10.0	D. 05.10	
AIRCRAFT:	Airbus A350	KE,			O. 3 2/16/2018	PAGE NO. 26-18	
	Allbus Assu					20-10	
2					E KEY CATEGORY		
SYSTEM &		1. [			BER INSTALLI	=n	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				(70703)		OR EXCEPTIONS	
26. FIRE PR	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
26-23	Lower Deck Cargo Compartment Fire Extinguishing						
26-23-10	Cargo Fire Extinguishing System Bottle 2						
26-23-10A		C	1	0	procedures and ensure both of empty or are seempty cargo had (ballast may be Fly Away Kits)  NOTE: Operation which inclusions	tor MELs should define items are approved for on in the Fly Away Kits hich materials can be used	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				IO. 3 2/16/2018	PAGE NO. 26-19			
	Allbus A350					20-19			
		_		. TABLE KEY PAIR CATEGORY					
SYSTEM &		1. [			BER INSTALLI	ED.			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				5555		OR EXCEPTIONS			
26. FIRE PR	OTECTION								
Sequence No.	Item	1	2	3	4	Cha B			
26-23	Lower Deck Cargo Compartment Fire Extinguishing								
26-23-11	Cargo Fire Extinguishing System Bottle 3 Squib (A350-1000 Series)								
26-23-11A		A	2	1		noperative for re calendar-days.			
26-23-12	Cargo Fire Extinguishing System Bottle 3 (A350-1000 Series)								
26-23-12A		С	1	0	procedures and ensure both compty or are empty cargo h	operative provided that re established and used to argo compartments remain verified to contain only nandling equipment, ballast be loaded in ULDs), and/or.			
					which inclusi	itor MELs should define items are approved for on in the Fly Away Kits hich materials can be used last.			

	RTMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATION		// 01/	N I N I	10. 0	PAGE NO.	
AIRCRAFT:	Airbus A350	KE	VISIC TAC		2/16/2018	26-20	
	Alibus Assu					20-20	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				J. I		OR EXCEPTIONS	
26. FIRE PR	OTECTION	<u> </u>			4. INEMIAINIC	OK EXCELLIONS	
	Item	1	2	3	4		Change Bar
26-24	Portable Fire Extinguisher						Dai
26-24-01	Cabin Portable Fire Extinguisher						
26-24-01A		D	_		14 CFR may provided that:  1) Inoper tagged from the placed be missiand  2) Requirements  NOTE: Inoper exting	rative fire extinguisher is d inoperative, removed the installed location, and d out of sight so it cannot staken for a functional unit, ared distribution is ained.  rative portable fire uisher may be subject to	
26-24-03	CRC Portable Fire Extinguisher						
26-24-03A		D	2	0	removed or m  1) The as closed inoper 2) The as for sto purpose  NOTE: Inoper exting	nay be inoperative and hissing provided that: ssociated CRC is locked and is placarded rative, and ssociated CRC is not used brage or for any other ses.  Trative portable fire uisher may be subject to brous goods requirements.	
26-24-01 26-24-01A 26-24-03	Portable Fire Extinguisher  Cabin Portable Fire Extinguisher  CRC Portable	D	_	3 - 0	14 CFR may provided that:  1) Inoper tagged from the placed be missed and  2) Requirements maintants  NOTE: Inoper exting danger  One or both maintants  One or both maintants  The association of the purpose of the pu	rative fire extinguisher is d inoperative, removed he installed location, and d out of sight so it cannot staken for a functional unit, red distribution is ained.  rative portable fire uisher may be subject to crous goods requirements.  rative portable fire and hissing provided that: ssociated CRC is locked and is placarded rative, and ssociated CRC is not used orage or for any other ses.  rative portable fire uisher may be subject to	I

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A'	VIATION ADMINISTRATIO	N				
AIRCRAFT:		RE'			IO. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 26-21	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. N		BER INSTALLED	
NO.				3. r	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION				4. NEMARKO OK EXCELLIONS	
Sequence No.	Item	1	2	3	4	Change
26-25	Lavatory Fire					Bar
20 20	Extinguishing					
26-25-01	Lavatory Waste Bin Fire Extinguisher					
26-25-01A	Lavatory smoke detection operative	С	_	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided that the associated lavatory smoke detection system operates normally.	
26-25-01B	Lavatory locked closed	C		0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided that:  1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and 3) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

EYSTEM & EQUENCE NO.  27. FLIGHT CON Requence No. Item  27-01 F/C  27-01-01 PR  FA  27-01-01A			EL T	ABL AIR C	2/16/2018 27-1  E KEY  CATEGORY  BER INSTALLED  NUMBER REQUIRED FOR DISP  4. REMARKS OR EXCEPTIONS	ATCH
EQUENCE NO.  27. FLIGHT CON Sequence No. Item  27-01 F/C  27-01-01 PR FA  27-01-01A	TROLS  CTL Overhead Panel  RIM pb-sw	1. F	2. N	AIR C NUM 3. N	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISP 4. REMARKS OR EXCEPTIONS	S
27-01 F/C 27-01-01 PR FA 27-01-01A PR	CTL Overhead Panel	1	2	3		l Ch
27-01 F/C 27-01-01 PR FA 27-01-01A	CTL Overhead Panel	1	2	3	4	Ch
27-01-01 PR FA 27-01-01A 27-01-02 PR	RIM pb-sw				4	E
FA 27-01-01A <b>27-01-02</b> PR						
27-01-02 PR		ı				
		С	3	0	(O) One or more may be inoperated provided that the associated PRIM 1(2)(3) indication is operated on the F/CTL SD page.	
07.04.004	RIM pb-sw OFF light					
27-01-02A		С	3	0	One or more may be inoperative	
27-01-03 SE ligl	C pb-sw FAULT ht					
27-01-03A		С	3	0	(O) One or more may be inoperated provided that the associated SEC 1(2)(3) indication is operation the F/CTL SD page.	
27-01-04 SE	C pb-sw OFF light					
27-01-04A		С	3	0	One or more may be inoperative	

AIRCRAFT:	VIATION ADMINISTRA  Airbus A350				O. 3 2/16/2018	PAGE NO. 27-2
	Allbus Asso	NANAI				21-2
SYSTEM & EQUENCE	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALLI	ED UIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
27. FLIGHT	CONTROLS	'			,	
Sequence No.	Item	1	2	3	4	C
27-02	RUDDER TRIM Pedestal Panel					
27-02-01	RUDDER TRIM RESET pb					
27-02-01A		С	1	0		operative provided that the IM selector is operative.
27-02-02	RUDDER TRIM selector					
27-02-02A		С	1	0	(O) May be in one AP is ope	operative provided that erative.

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				O. 3 2/16/2018	PAGE NO.
	Alibus Assu					21-3
					E KEY CATEGORY	
SYSTEM &		'- '			BER INSTALL	FD
EQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
27. FLIGHT	CONTROLS	<u>'</u>			<u>'</u>	
equence No.	Item	1	2	3	4	
27-09	Dispatch Messages					
7-09-01	F/CTL HYD SENSOR Message					
7-09-01A		С	_	_	page provided 1) All the check 2) Hydra	isplayed on the <u>DISPATCH</u> d that: e electrical actuators are ed operative, and aulic circuit monitoring by RIMs is checked operative.
27-09-02	F/CTL MOST ACCELEROMETERS Message					
27-09-02A		С	_	_		ayed on the <u>DISPATCH</u> d that all IRs are operative.
27-09-03	F/CTL INR FLAPS LOAD SENSOR DISAGREE Message					
27-09-03A		A	_	_	page for three	ayed on the <u>DISPATCH</u> e flights provided that both are operative.
27-09-04	F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message					
27-09-04A	(A350-900 Series)	A	_	_	the <u>DISPATC</u> provided that:  1) Both f and 2) The a	oth may be displayed on CH page for three flights:  Elap systems are operative,  ssociated outer flap is ly inspected before each
27-09-04B	(A350-1000 Series)	A	_	_	DISPATCH p	may be displayed on the age for three flights both flap systems are

SYSTEM & SEQUENCE NO. 27. FLIGHT C	Airbus A350			E: 02	2/16/2018	27_1			
SEQUENCE NO. 27. FLIGHT C	ITEM		EL T	E: 02/16/2018 27-4					
SEQUENCE NO. 27. FLIGHT C	ITEM	1. F	MMEL TABLE KEY  1. REPAIR CATEGORY						
NO.  27. FLIGHT C  Sequence No.	ITEM	2. NUMBER INSTALLED							
27. FLIGHT C			2. ľ			UIRED FOR DISPATCH			
Sequence No.				J. I		OR EXCEPTIONS			
-	CONTROLS			<u> </u>					
27-09	Item	1	2	3	4	Ch: E			
	Dispatch Messages								
27-09-05	F/CTL FLAPS TIP BRK TEST REQUIRED Message								
27-09-05A		Α	_	_	May be displa page for three	ayed on the <u>DISPATCH</u> e flights.			
27-09-06	F/CTL SLATS TIP BRK TEST REQUIRED Message								
27-09-06A		Α	_	_	May be displa page for three	ayed on the <u>DISPATCH</u> e flights.			
27-09-07	F/CTL PART GND STATUS INPUTS Message								
27-09-07		С	-	-		ayed on the <u>DISPATCH</u> In that all PRIMS and SECS			

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT I	LIST
AIRCRAFT:			VISIC			
	Airbus A350				2/16/2018 27-5	
		_			E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
				<u></u>	4. REMARKS OR EXCEPTIONS	
27. FLIGHT CONTROLS Sequence No. Item			2	3		Change
27-14	Aileron Actuation and	1	2	3	4	Bar
21-14	Monitoring					
27-14-01	Outer Aileron Green Hydraulic Actuator					
27-14-01A	(A350-900 Series)	A	2	1	<ul> <li>(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>All outer ailerons yellow hydraulic actuators are operative, and</li> <li>All inner ailerons hydraulic actuators are operative, and</li> <li>All spoilers are operative, and</li> <li>The hard damping function of the affected actuator is checked operative before each flight, and</li> <li>Both electrical actuators of the inner ailerons are checked operative, and</li> <li>The TOW is checked below 595,248 lb (270,000 kg).</li> </ol> </li> </ul>	
27-14-01B	(A350-1000 Series)	A	2	1	<ul> <li>(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>All outer ailerons yellow hydraulic actuators are operative, and</li> <li>All inner ailerons hydraulic actuators are operative, and</li> <li>All spoilers are operative, and</li> <li>The hard damping function of the affected actuator is checked operative before each flight, and</li> <li>Both electrical actuators of the inner ailerons are checked operative.</li> </ol> </li></ul>	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST				
	VIATION ADMINISTRATIC										
AIRCRAFT:	A: A250	RE'	VISIC			PAGE NO.					
	Airbus A350		DAI	E: 0	2/16/2018	27-6					
			MMEL TABLE KEY								
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. N		BER INSTALLI						
NO.				3. N		UIRED FOR DISPATCH					
27. FLIGHT	CONTROLS				4. REMARKS	OR EXCEPTIONS					
	Ι	T a	_			Change					
Sequence No.	Item	1	2	3	4		Bar				
27-14	Aileron Actuation and Monitoring										
27-14-02	Outer Aileron Yellow Hydraulic Actuator										
27-14-02A	(A350-900 Series)	A	2	1	10 consecutive that:  1) All out actuat 2) All inn actuat 3) All spot 4) The had affected operat 5) The To	nay be inoperative for re calendar-days provided er ailerons green hydraulic ors are operative, and er ailerons hydraulic ors are operative, and oilers are operative, and ard damping function of the ed actuator is checked tive before each flight, and OW is checked below 48 lb (270,000 kg).	I				
27-14-02B	(A350-1000 Series)	A	2	1	10 consecutive that:  1) All out actuate 2) All inn actuate 3) All spot 4) The harm affected	nay be inoperative for the calendar-days provided are ailerons green hydraulic tors are operative, and er ailerons hydraulic tors are operative, and obliers are operative, and ard damping function of the ed actuator is checked tive before each flight.					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST				
	VIATION ADMINISTRATIO										
AIRCRAFT:	A !	RE\			IO. 3	PAGE NO.					
	Airbus A350		DAI	E: 0	2/16/2018	27-7					
		_	MMEL TABLE KEY								
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. r		BER INSTALLI						
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS									
27. FLIGHT (	CONTROLS				4. INLIMATING	ON LACEFIIONS					
Sequence No. Item			1 2 3 4								
27-14	Aileron Actuation and Monitoring						Bar				
27-14-03	Outer Aileron Pressure Sensor										
27-14-03A	(A350-900 Series)	С	8	0	provided that: 1) The Tourist 595,24 2) All out	or more may be inoperative OW is checked below 18 lb (270,000 kg), and 19 ailerons hydraulic 19 ors are checked operative.	I				
27-14-03B	(A350-1000 Series)	С	8	0	provided that	r more may be inoperative all outer ailerons hydraulic checked operative.	   				
27-14-04	Inner Aileron Hydraulic Actuator										
27-14-04A		A	2	1	10 consecutive that:  1) All spot affects operated 3) The affects operated 3.	be inoperative for re calendar-days provided oilers are operative, and amping function of the ed actuator is checked tive before each flight, and ifected inner aileron cal actuator is checked tive.					

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FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI	
AIRCRAFT:	VIX. (11.6) (VIX.) (VIII.) (VIII.) (VIII.)		VISIO	N NC	O. 3	PAGE NO.		
	Airbus A350				2/16/2018	27-8		
		ммі	FI T	ΔRI	E KEY			
2210022222222		_			CATEGORY			
SYSTEM &	ITEM				BER INSTALL	ED		
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
140.		4. REMARKS OR EXCEPTIONS						
27. FLIGHT	CONTROLS							
Sequence No.	Item	1	2	3	4		Change Bar	
27-22	Rudder Trim Actuation and Artificial Feel							
27-22-01	Rudder Trim System							
27-22-01A	One rudder trim system inoperative	С	2	1		be inoperative provided ed rudder trim system is		
27-22-01B	Both rudder trim systems inoperative	С	2	0	(M)(O) Both n provided that: 1) Both reduction	udder trim systems are vated, and st one AP is operative.		

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIS	ST.
	VIATION ADMINISTRATIO					
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 02/16/2018 27-9	
	Alfous A350					
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. I	4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS					
Sequence No.	Item	1	2	3		ange Bar
27-24	Rudder Actuation and Monitoring					
27-24-01	Rudder Hydraulic Actuator					
27-24-01A		С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The rudder isolation valve of the affected actuator is deactivated closed, and</li> <li>2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and</li> <li>3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days, and</li> <li>4) Airplane Flight Manual performance penalties are applied.</li> </ul>	
27-24-02	Rudder Pressure Sensor					
27-24-02A		С	4	0	<ul> <li>(M)(O) One or more may be inoperative provided that: <ol> <li>The rudder hydraulic actuators are checked operative, and</li> <li>The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.</li> </ol> </li> </ul>	
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	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:		/1910	N NC	O. 3	PAGE NO.				
AIRORAI I.	Airbus A350	IXL			2/16/2018	27-10			
		ммі							
		MMEL TABLE KEY  1. REPAIR CATEGORY							
SYSTEM &		2. NUMBER INSTALLED							
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
140.			4		4. REMARKS	OR EXCEPTIONS			
27. FLIGHT	CONTROLS								
Sequence No.	Item	1	2	3	4		Change Bar		
27-24	Rudder Actuation and Monitoring								
27-24-03	Rudder Pedal Adjustment System								
27-24-03A		C	2	0	provided that:  1) The further mover and the second member 2) The rusecure accept	oth may be inoperative all and unrestricted ment of the rudder pedals are brake pedals deflection sible on both flightcrew her sides, and adder pedals can be add in a position which is table to the flightcrew her on the affected side.			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:					O. 3	PAGE NO.			
	Airbus A350		DAT	E: 02	2/16/2018	27-11			
					E KEY				
SYSTEM & SEQUENCE	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
27. FLIGHT CONTROLS									
Sequence No.	Item	1	2	3	4		Change Bar		
27-44	THS Actuation and Monitoring								
27-44-01	Stabilizer Electrical Motor E1								
27-44-01A		С	1	0	1) Both F 2) The st is operated is dead 4) The m by the operated o	operative provided that: CDCs are operative, and abilizer electrical motor E3 rative, and abilizer electrical motor E1 ctivated, and onitoring of the stabilizer FWS is checked ive, and abilizer is checked fully ive, and electrical actuators of the ors are checked before light.			
27-44-02	Stabilizer Electrical Motor E3								
27-44-02A		С	1	0	1) Both F 2) The st is operated is dead 4) The most operated before	operative provided that: FCDCs are operative, and abilizer electrical motor E1 rative, and abilizer electrical motor E3 ctivated, and onitoring of the stabilizer FWS is checked ive, and abilizer is checked fully ive, and electrical actuators of the ors are checked operative the first MEL dispatch en every 10 days.			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.		
	Airbus A350		DAT	E: 0	2/16/2018	27-12		
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
27. FLIGHT	CONTROLS					OK EXCEL HONG		
Sequence No.	Item	1	2	3	4		Change Bar	
27-51	Flap Control and Monitoring							
27-51-01	Flap System 1							
27-51-01A		A	1	0	three flights p  1) The fla and 2) Comm slats/fl is chec 3) The fla PCU 2	e inoperative for rovided that: ap system 1 is deactivated, nunication between laps systems and PRIMS cked operative, and ap system 2 and the flap 2 are operative, and lat systems are operative.		
27-51-02	Flap System 2							
27-51-02A		A	1	0	three flights p  1) The fla and 2) Comm slats/fl is ched 3) The fla and 4) Both s and 5) Airplar	ap system 2 is deactivated, nunication between laps systems and PRIMS cked operative, and ap system 1 is operative, lat systems are operative, ne Flight Manual mance penalties are		
27-51-03	Flap PCU 2							
27-51-03A		С	1	0	1) The fla	operative provided that: ap system 1 is operative, slat systems are operative.		

	VIATION ADMINISTRATION		//014	2012	10. 2.   DAOE NO			
AIRCRAFT: Airbus A350			REVISION NO. 3 PAGE NO. 27-13					
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
27. FLIGHT	CONTROLS							
Sequence No.	Item	1	2	3	4	Chang Bar		
27-51	Flap Control and Monitoring							
27-51-04	Flap Wing Tip Brake Sensor							
27-51-04A		А	2	0	One or both may be inoperative for three flights.			
27-51-05	Flap ADGB Control							
27-51-05A		С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) The slat system 1 is operative, and</li> <li>2) Airplane Flight Manual performance penalties are applied.</li> </ul>			
27-51-06	Flap System 1 ADGB Brake							
27-51-06A		С	1	0	May be inoperative provided that the flap system 2 is operative.			
27-51-07	Flap PCU 1							
27-51-07A		С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) The flap system 2 is operative, and</li> <li>2) Both slat systems are operative.</li> </ul>			

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:	Airbus A350		REVISION NO. 3 PAGE NO. 27-14							
		ММЕ	MEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS								
27. FLIGHT (	CONTROLS				4. NEW WING ON EXCENTIONS					
Sequence No.	Item	1	2	3	4 Change Bar					
27-64	Spoiler Actuation and Monitoring									
27-64-01	Spoiler 1									
27-64-01A	One spoiler 1 inoperative (A350-900 Series)	A	2	1	<ul> <li>(M)(O) One may be inoperative for one flight provided that: <ol> <li>The affected spoiler is checked to be inactive and in the retracted position, and</li> <li>The other spoilers are operative, and</li> <li>The landing configuration is limited to CONF 3, and</li> <li>The TOW is checked below 595,248 lb (270,000 kg), and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li> </ul>					
27-64-01B	One spoiler 1 inoperative with a spoiler collar installed (A350-900 Series)	A	2	1	<ul> <li>(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>The affected spoiler is checked to be inactive and in the retracted position before each flight, and</li> <li>A spoiler collar is installed on the affected spoiler, and</li> <li>The other spoilers are operative, and</li> <li>The TOW is checked below 595,248 lb (270,000 kg), and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li></ul>					
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: Airbus A350					IO. 3 2/16/2018	PAGE NO. 27-15	
	Allbus Aoso	BABAI			E KEY	21-15	
SYSTEM & SEQUENCE NO.	ITEM	_	REPA 2. N	ED UIRED FOR DISPATCH			
					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT		<u> </u>	1 _	1 _	1.		Change
Sequence No. 27-64	Spoiler Actuation and	1	2	3	4		Bar
	Monitoring						
27-64-01	Spoiler 1 (Cont'd)						1
27-64-01C	One spoiler 1 inoperative (A350-1000 Series)	A	2	1	one flight provide to be in the second of th	ffected spoiler is checked inactive and in the ted position, and ther spoilers are operative, anding configuration is to CONF 3, and ne Flight Manual mance penalties are	
27-64-02	Spoiler 2						
27-64-02A	One spoiler 2 inoperative (A350-900 Series)	A	2	1	one flight provided to be in the second of t	ffected spoiler is checked inactive and in the ted position, and ther spoilers are operative, anding configuration is to CONF 3, and OW is checked below 48 lb (270,000 kg), and ne Flight Manual mance penalties are	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTE	R MINIMUM EQUIPMENT I	₋IST			
	VIATION ADMINISTRATIO									
AIRCRAFT:	Airbus A350	RE\	REVISION NO. 3 PAGE NO. 27-16							
	мм	MMEL TABLE KEY								
OVOTENA O					CATEGORY					
SYSTEM &	ITEM		2. 1	NUM	BER INSTALL	ΞD				
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH				
100000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS				
27. FLIGHT	CONTROLS									
Sequence No.	Item	1	2	3	4		Change Bar			
27-64	Spoiler Actuation and Monitoring									
27-64-02	Spoiler 2 (Cont'd)						I			
27-64-02B	One spoiler 2 inoperative with a spoiler collar installed (A350-900 Series)	А	2	1	10 consecutive that:	nay be inoperative for re calendar-days provided	I			
	(A350-900 Series)				to be i retract flight, a 2) A spoi affecte 3) The ot and 4) The To 595,24 5) Airplar	ler collar is installed on the ed spoiler, and her spoilers are operative,  OW is checked below 48 lb (270,000 kg), and he Flight Manual mance penalties are	1			
27-64-02C	One spoiler 2 inoperative (A350-1000 Series)	A	2	1	one flight prov 1) The af to be i retract 2) The ot and 3) Takeo CONF 4) The la limited 5) Airplar	fected spoiler is checked nactive and in the ed position, and ther spoilers are operative, ff is performed in 1+F, and anding configuration is to CONF 3, and the Flight Manual mance penalties are				

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	VIATION ADMINISTRATIO				MASTE	R MINIMUM EQUIPMENT LIST	Γ			
AIRCRAFT:	TO THE TANK THE TANK THE		VISIC	ON N	IO. 3	PAGE NO.				
	Airbus A350		DAT	E: 0	2/16/2018	27-17				
		MM	MMEL TABLE KEY							
SYSTEM &		1. F	. REPAIR CATEGORY							
SEQUENCE	ITEM	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR D								
NO.				J. 1		OR EXCEPTIONS				
27. FLIGHT	CONTROLS									
Sequence No.	Item	1	2	3	4	Chan Bai				
27-64	Spoiler Actuation and Monitoring									
27-64-03	Spoiler 3									
27-64-03A	One spoiler 3 inoperative	A	2	1	one flight prov 1) The af to be i retract 2) The el spoiler and 3) The ot and 4) Takeo CONF 5) The la limited 6) Airplar	ffected spoiler is checked nactive and in the ted position, and lectrical mode of the pair of r 5 is checked operative, ther spoilers are operative, off is performed in F1+F, and anding configuration is to CONF 3, and the Flight Manual mance penalties are				
27-64-03B	One spoiler 3 inoperative with a spoiler collar installed	A	2	1	10 consecutive that:  1) The afto be in retract flight, and and affected and and affected and and and and and and and and and an	lectrical mode of the pair of r 5 is checked operative, liler collar is installed on the ed spoiler, and ther spoilers are operative, off is performed in 1+F, and ne Flight Manual mance penalties are				

	TMENT OF TRANSPORTA		N		MASTE	ER MINIMUM EQUIPMENT I	LIST	
AIRCRAFT: Airbus A350					O. 3 2/16/2018	PAGE NO. 27-18		
	711154671666	ММІ				27 10		
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
27. FLIGHT	CONTROLS				7. T(EM)/(T(TC	OK EXCELLIBRIO		
Sequence No.	Item	1	2	3	4		Change Bar	
27-64	Spoiler Actuation and Monitoring							
27-64-04	Spoiler 4							
27-64-04A	One spoiler 4 inoperative (A350-900 Series)	A	2	1	one flight prov 1) The afto be interested to be interest	ffected spoiler is checked inactive and in the ted position, and lectrical mode of the pair of r 5 is checked operative, ther spoilers are operative, anding configuration is to CONF 3, and the Flight Manual mance penalties are	1	
27-64-04B	One spoiler 4 inoperative with a spoiler collar installed (A350-900 Series)	A	2	1	10 consecutive that:  1) The after to be in the retraction of flight,  2) The element of spoile and  3) A spoint of affects  4) The offer and  5) Airplan	lectrical mode of the pair of r 5 is checked operative, iller collar is installed on the ed spoiler, and ther spoilers are operative, ne Flight Manual mance penalties are	1	

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U.S. DEPAR	TIMENT OF TRANSPORTA	11101	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N			1417 (0 1 2	ii wii wii wie wie wie wie wie wie wie w	
AIRCRAFT:		RE\		SION NO. 3		PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018	27-20	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
NO.				3. ľ		OR EXCEPTIONS	
27. FLIGHT (	CONTROLS				4. INLIMATING	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
27-64	Spoiler Actuation and						Bar
27 04	Monitoring						
27-64-05	Spoiler 6						
27-64-05A	One spoiler 6 inoperative	A	2	1	one flight prov 1) The af to be i retract 2) The el spoiler and 3) The of and 4) Takeo CONF 5) The la limited 6) Airplar	fected spoiler is checked nactive and in the red position, and ectrical mode of the pair of r 5 is checked operative, ther spoilers are operative, ff is performed in 1+F, and nding configuration is to CONF 3, and the Flight Manual mance penalties are	
27-64-05B	One spoiler 6 inoperative with a spoiler collar installed	A	2	1	10 consecutive that:  1) The after to be in the retract flight, and and affected and and 5) Takeon CONF  6) Airplan	ectrical mode of the pair of r 5 is checked operative,  ler collar is installed on the ed spoiler, and ther spoilers are operative,  ff is performed in 1+F, and the Flight Manual mance penalties are	

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST	Γ		
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 3 PAGE NO.			
	Airbus A350				02/16/2018 27-21			
MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. F	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
27. FLIGHT	CONTROLS			9	4. NEW WING ON EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Char Ba			
27-64	Spoiler Actuation and Monitoring							
27-64-06	Spoiler 7 (Aircraft with MP L42544/ MOD 107894)							
27-64-06A	One spoiler 7 inoperative	A	2	1	<ul> <li>(M)(O) One may be inoperative for one flight provided that: <ol> <li>The affected spoiler is checked to be inactive and in the retracted position, and</li> <li>The other spoilers are operative, and</li> <li>The landing configuration is limited to CONF 3, and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li></ul>			
27-64-06B	One spoiler 7 inoperative with a spoiler collar installed	A	2	1	<ul> <li>(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>The affected spoiler is checked to be inactive and in the retracted position, and</li> <li>A spoiler collar is installed on the affected spoiler, and</li> <li>The other spoilers are operative, and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li> </ul>			

	TMENT OF TRANSPORTA	_	N		MASTER	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		"014			5.05.110	
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 27-22	
		ммі	FI T	ΔRI	E KEY		
X-2-X-10074-5-2-20110-51					CATEGORY		
SYSTEM &	16.00				BER INSTALLE	D	
SEQUENCE	ITEM					IRED FOR DISPATCH	
NO.				550		OR EXCEPTIONS	
27. FLIGHT	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
27-81	Slat Control and Monitoring						
27-81-01	Slat System 1						
27-81-01A		A	1	0	three flights pro 1) The sla and 2) Communistats/flatis is checkled 3) The slatis and 4) Both flatiand 5) The flatis	unication between aps systems and PRIMS ked operative, and at system 2 is operative, ap systems are operative, or PCU 2 is operative, and or ADGB control is	
27-81-02	Slat System2						
27-81-02A		A	1	0	three flights pro 1) The sla and 2) Commu- slats/fla is check 3) The sla and 4) Both fla and	inoperative for ovided that: at system 2 is deactivated, unication between aps systems and PRIMS ked operative, and at system 1 is operative, ap systems are operative, or PCU 2 is operative.	
<b>27-81-03</b> 27-81-03A	Slat Wing Tip Brake Sensor	А	2	0	One or both mathree flights.	ay be inoperative for	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	Ν				•	
AIRCRAFT:	Airbus A350	RE\	VISIC DAT		IO. 3 PAGE NO. 27-23		
		ММІ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED JIRED FOR DISPATCH OR EXCEPTIONS	
27. FLIGHT (	CONTROLS	<u> </u>			7. INLINIATIO	ON EXCEL HONG	
Sequence No.	Item	1 2 3 4					
27-91	Primary Flight Control System – Internal Bus Interface						Bar
27-91-01	PRIM 1 Tail Bus						1
27-91-01A		С	1	0	1) All SEG are op 2) All rud operat 3) Both s are op 4) Both e	operative provided that: Cs, PRIM 2, and PRIM 3 erative, and der actuators are ive, and tabilizer electrical motors erative, and lectrical actuators of the ors are checked operative.	
27-91-02	PRIM 1 Wing Bus						
27-91-02A		С	2	0	provided that:  1) All SEG are operat  2) All aile operat  3) All spod  4) Both einner are operat	cth may be inoperative  Cs, PRIM 2, and PRIM 3 erative, and ron actuators are ive, and illers are operative, and lectrical actuators of the ailerons are checked ive before the first MEL ch and then every 6 days.	
27-91-03	SEC 1 Tail Bus						
27-91-03A		С	1	0	1) All PRI are op 2) All rud operat 3) Both s are op 4) The ele	operative provided that: IMs, SEC 2, and SEC 3 erative, and der actuators are ive, and tabilizer electrical motors erative, and ectrical actuator of the left or is checked operative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO				
AIRCRAFT:	A!ab A050	RE\			NO. 3 PAGE NO.
	Airbus A350			2/16/2018 27-24	
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS				
Sequence No.	Item	1	2	3	4 Change Bar
27-91	Primary Flight Control System – Internal Bus Interface				
27-91-04	SEC 1 Wing Bus				
27-91-04A		С	2	0	One or both may be inoperative provided that:  1) All PRIMs, SEC 2, and SEC 3 are operative, and  2) All aileron actuators are operative, and  3) All spoilers are operative.
27-91-05	PRIM 2 Tail Bus				
27-91-05A		A	1	0	<ul> <li>(M) May be inoperative for 10 consecutive calendar-days provided that: <ol> <li>All SECs, PRIM 1, and PRIM 3 are operative, and</li> <li>All rudder actuators are operative, and</li> <li>Both stabilizer electrical motors are operative, and</li> <li>Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and</li> <li>The rudder electrical actuator is checked operative before the first MEL dispatch and then every 6 days.</li> </ol> </li> </ul>

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 3 PAGE NO.					
7 (	Airbus A350	. \_			02/16/2018 27-25					
		ММІ	EL T	LE KEY						
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. 1		MBER INSTALLED					
NO.				3. N	NUMBER REQUIRED FOR DISPATCH					
27. FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4 Change					
27-91	Primary Flight Control System – Internal Bus Interface				Bar					
27-91-06	PRIM 2 Wing Bus									
27-91-06A		С	2	0	<ul> <li>(M) One or both may be inoperative provided that:</li> <li>1) All SECs, PRIM 1, and PRIM 3 are operative, and</li> <li>2) All aileron actuators are operative, and</li> <li>3) All spoilers are operative, and</li> <li>4) Both electrical actuators of the inner ailerons are checked operative.</li> </ul>					
27-91-07	SEC 2 Tail Bus									
27-91-07A		С	1	0	<ul> <li>May be inoperative provided that:</li> <li>1) All PRIMs, SEC 1, and SEC 3 are operative, and</li> <li>2) All rudder actuators are operative, and</li> <li>3) Both stabilizer electrical motors are operative.</li> </ul>					
27-91-08	SEC 2 Wing Bus									
27-91-08A		С	2	0	<ul> <li>(M) One or both may be inoperative provided that:</li> <li>1) All PRIMs, SEC 1, and SEC 3 are operative, and</li> <li>2) All aileron actuators are operative, and</li> <li>3) All spoilers are operative, and</li> <li>4) Both electrical actuators of the inner ailerons are checked operative.</li> </ul>					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	_IST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE'			IO. 3	PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018	27-26	
		MM	EL T	ABL	E KEY		
CVCTEM 0		1. F	REP/	AIR C	CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALL	ED	
NO.	11 = 141			3. N		UIRED FOR DISPATCH	
1394/35/2017					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT	CONTROLS	1		1			10.
Sequence No.	Item	1	2	3	4		Change Bar
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-09	PRIM 3 Tail Bus						I
27-91-09A		С	1	0	1) All SE are op 2) All rud operat 3) Both s	rative provided that: Cs, PRIM 1, and PRIM 2 erative, and Ider actuators are ive, and itabilizer electrical motors erative.	
27-91-10	PRIM 3 Wing Bus						
27-91-10A		С	2	0	provided that:  1) All SE are op  2) All aile opera	nay be inoperative ECs, PRIM 1, and PRIM 2 perative, and eron actuators are tive, and oilers are operative.	
27-91-11	SEC 3 Tail Bus						
27-91-11A		С	1	0	1) All PR are op 2) All rud operat 3) Both s are op 4) Both e	operative provided that: IMs, SEC 1, and SEC 2 perative, and Ider actuators are live, and stabilizer electrical motors perative, and electrical actuators of the lors are checked operative.	

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	TMENT OF TRANSPORTA VIATION ADMINISTRATIC		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	0.3	PAGE NO.	
	Airbus A350				2/16/2018	27-27	
		ммі	FI T	ΔRI	E KEY		
		_			ATEGORY		
SYSTEM &	ITEN 4				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	IUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT (	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
27-91	Primary Flight Control System – Internal Bus Interface						
27-91-12	SEC 3 Wing Bus						
27-91-12A		C	2	0	provided that:  1) All PR are op  2) All aile operat	IMs, SEC 1, and SEC 2 erative, and eron actuators are ive, and oilers are operative.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				IO. 3 2/16/2018	PAGE NO. 27-28	
	Allbus A350					21-20	
					E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
27. FLIGHT	CONTROLS			<u> </u>	'		
Sequence No.	Item	1	2	3	4		Chai Ba
27-92	Primary Flight Control System – Control Inputs						
27-92-01	Speed Brakes Manual Control System						
27-92-01A	Without AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	May be inope 3 consecutive	erative for e calendar-days.	     
27-92-01B	With AUTO EMER DES function (Aircraft with MP L41838/ MOD 109178)	A	1	0	(O) May be in 3 consecutive	noperative for e calendar-days.	     
27-92-02	Ground Spoiler Control System						
27-92-02A		С	1	0	1) Airplai perfor applie 2) Appro	noperative provided that: ne Flight Manual mance penalties are d, and ach minimums do not e its use.	
27-92-03	Sidestick Priority Redundancy						
27-92-03A		С	1	0	sidestick prior	noperative provided that the rity function is checked both sidesticks.	
27-92-04	Sidestick Priority Green CAPT and F/O light						
27-92-04A		С	2	0		oth may be inoperative the associated callouts are rative.	

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	IT LIST
	VIATION ADMINISTRATIO		/1016	N I A Z	0.0	DACENO	
AIRCRAFT:	Airbus A350	KE		ON N E: 02	O. 3 2/16/2018	PAGE NO. 27-29	
		ммі	EL T	ABL	E KEY		
OVOTEM O					CATEGORY		
SYSTEM &	ITEM		2. N	IUMI	BER INSTALL	ΞD	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
110.					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT (	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
27-92	Primary Flight Control System – Control Inputs						
27-92-05	PRIM Sidestick Sensor						
27-92-05A		С	3	2	May be inope	rative in one PRIM.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 27-30		
	Alibus A550	8484				27-30		
				TABLE KEY AIR CATEGORY				
SYSTEM &		'. '			BER INSTALLI	FD		
EQUENCE	ITEM					UIRED FOR DISPATCH		
NO.						OR EXCEPTIONS		
27. FLIGHT (	CONTROLS							
equence No.	Item	1	2	3	4			
27-92	Primary Flight Control System – Control Inputs							
27-92-06	Gyrometer							
27-92-06A	One gyrometer inoperative	С	6	5	One may be i	noperative.		
27-92-06B	Two gyrometers inoperative	С	6	4	Two may be i IRs are opera	noperative provided that all tive.		
27-92-07	Turbulence Damping Function							
27-92-07A		D	1	0	May be inope	rative.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	Airbus A350	RE\			IO. 3 2/16/2018	PAGE NO. 27-31		
		ммі	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
27. FLIGHT (	CONTROLS							
Sequence No.	Item	1	2	3	4		Change Bar	
27-93	PRIMary (PRIM) PFCS Computer							
27-93-01	PRIM 1						1	
27-93-01A		С	1	0	1) The Pland 2) All SEare ch 3) Both einner aoperated dispate and 4) All flapplanding	e inoperative provided that: RIM 1 pb-sw is set to OFF, Cs, PRIM 2, and PRIM 3 ecked operative, and electrical actuators of the ailerons are checked ive before the first MEL ch and then every 6 days, os/slats systems, both g gear control systems, I ADIRS are operative.		
27-93-02	PRIM 2							
27-93-02A		A	1	0	10 consecutive that:  1) The Pland 2) All SEare ch 3) Both ealevate before then ealevate before the sidestiful consideration and the	e inoperative for re calendar-days provided RIM 2 pb-sw is set to OFF, Cs, PRIM 1, and PRIM 3 ecked operative, and electrical actuators of the ors are checked operative the first MEL dispatch and very 6 days, and ectrical actuator of the is checked operative the first MEL dispatch and very 6 days, and ectrical actuator of the destick priority function is ed operative on both cks, and os/slats systems, both g gear control systems, I ADIRS are operative.		

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			N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION		"0.1				
AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 27-32	
		мм	EL T				
0)/07514.0		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	IUMI	BER INSTALLI	ED	
NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
27-93	PRIMary (PRIM) PFCS Computer						
27-93-03	PRIM 3						
27-93-03A		С	1	0	(M)(O) May b	e inoperative provided that:	1
						RIM 3 pb-sw is set to OFF,	j
					and		
						Cs, PRIM 1, and PRIM 2	
						ecked operative, and b/slat systems, both	
						g gear control systems,	
						ADIRS are operative.	j

	TMENT OF TRAI			1		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINI			// 010	NI NI	0.0	DAGENO	
AIRCRAFT:	Airbus A350				ON N E: 02	O. 3 2/16/2018	PAGE NO. 27-33	
			ММЕ	EL T	ABL	E KEY		
						ATEGORY		
SYSTEM &						BER INSTALLE	ΞD	
SEQUENCE NO.	ITEM						UIRED FOR DISPATCH	
NO.					10020000	4. REMARKS	OR EXCEPTIONS	
27. FLIGHT	CONTROLS	·						
Sequence No.	Item		1	2	3	4		Change Bar
27-94	SECondary (SI PFCS Compute							
27-94-01	SEC 1							
27-94-01A			С	1	0	(M)(O) May be	e inoperative provided that:	
				•	Ū		EC 1 pb-sw is set to OFF,	
						and	•	
							IMs, SEC 2, and SEC 3	
							ecked operative, and	
							os/slats systems, both g gear control systems,	
							ADIRs are operative.	
						and an	, , , , , , , , , , , , , , , , , , ,	

AIRCRAFT:	VIATION ADMINISTRAT Airbus A350				IO. 3	PAGE NO. 27-34			
	Alibus Addu	BABAI	DATE: 02/16/2018 27-34  MMEL TABLE KEY						
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4				
27-94	SECondary (SEC) PFCS Computer								
27-94-02	SEC 2								
27-94-02A		С	1	0	1) The S and 2) All PR are ch 3) All flap landin	e inoperative provided that: EC 2 pb-sw is set to OFF, IMs, SEC 1, and SEC 3 necked operative, and os/slats systems, both g gear control systems, II ADIRs are operative.			
27-94-03	SEC 3								
27-94-03A		C	1	0	1) The S and 2) All PR are ch 3) Both e elevat and 4) All flap landin	e inoperative provided that: EC 3 pb-sw is set to OFF,  IMS, SEC 1, and SEC 2 necked operative, and electrical actuators of the ors are checked operative,  os/slats systems, both g gear control systems, II ADIRs are operative.			

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQU	JIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIC		/1916	N N	IO. 3 PAGE NO.			
AIRCRAI I.	Airbus A350	IXL.			2/16/2018 PAGE NO.	35		
		ММІ			E KEY			
		_			CATEGORY			
SYSTEM &		2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM		PATCH					
10.		4. REMARKS OR EXCEPTIONS						
27. FLIGHT	CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar		
27-96	Flight Control Data Concentrator (FCDC) Function							
27-96-01	FCDC 2							
27-96-01A		A	1	0	(M)(O) May be inoperative for 10 consecutive calendar-days part that:  1) The monitoring of the stable by the FWS is checked operative, and 2) The monitoring of the elementary by the FWS is checked operative, and 3) The pitch trim position is checked on both PFDs.	abilizer levators		

MMEL TABLE KEY	Chang Bar
1. REPAIR CATEGORY   2. NUMBER INSTALLED   3. NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS	Chang
SYSTEM & SEQUENCE NO.  ITEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCI 4. REMARKS OR EXCEPTIONS  28. FUEL  Sequence No. Item  1 2 3 4  28-01  28-01-01 Wing Tank pb-sw lights  28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light  C 2 0 One or both may be inoperative.	Chang
28. FUEL  Sequence No. Item 1 2 3 4  28-01 FUEL Overhead Panel  28-01-01 Wing Tank pb-sw lights  28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	Chang
28. FUEL  Sequence No.   Item	
Sequence No.   Item	
28-01-01 Wing Tank pb-sw lights  28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-02 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	
28-01-01 Wing Tank pb-sw lights  28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-02 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	
lights  28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-02 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.	
Pump pb-sw FAULT light  28-01-01-01A  C 2 0 One or both may be inoperative.  28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-02A  C 2 0 One or both may be inoperative.  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.	
28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light  28-01-01-02A C 2 0 One or both may be inoperative.  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.	
Pump pb-sw OFF light  28-01-01-02A  C 2 0 One or both may be inoperative.  28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.  C 2 0 One or both may be inoperative.	
28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light  C 2 0 One or both may be inoperative.  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	
Pump pb-sw FAULT light  28-01-01-03A  C 2 0 One or both may be inoperative.  28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	
28-01-01-04 Wing L(R) TK STBY Pump pb-sw OFF light	
Pump pb-sw OFF light	
28-01-01-04A C 2 0 One or both may be inoperative.	
28-01-01-05 Wing L(R) TK XFR pb-sw FAULT light	
28-01-01-05A C 2 0 One or both may be inoperative.	
28-01-01-06 Wing L(R) TK XFR pb-sw ON light	
28-01-01-06A C 2 0 One or both may be inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MACTE				
FEDERAL A	/IATION ADMINISTRATIO	N			IVIASTE	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	Airbus A350				O. 2 0/04/2017	PAGE NO. 28-2			
		ММІ	MMEL TABLE KEY						
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS							
28. FUEL									
Sequence No.	Item	1	2	3	4	Change Bar			
28-01	FUEL Overhead Panel								
28-01-02	Center Tank pb-sw lights								
28-01-02-01	CTR TK L(R) Pump pb-sw FAULT light								
28-01-02-01A		С	2	0	One or both n	nay be inoperative.			
28-01-02-02	CTR TK L(R) Pump pb-sw OFF light								
28-01-02-02A		С	2	0	One or both n	nay be inoperative.			
28-01-02-03	CTR TK FEED pb-sw FAULT light								
28-01-02-03A		С	1	0	May be inope	rative.			
28-01-02-04	CTR TK FEED pb-sw MAN light								
28-01-02-04A		С	1	0	(O) May be in	operative.			

AIRCRAFT:	VIATION ADMINISTRATIC Airbus A350				IO. 2 0/04/2017	PAGE NO. 28-3
	Allbus A550	BABAI				20-0
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS				
28. FUEL					4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Cr
28-01	FUEL Overhead Panel			3	7	
28-01-03	CROSSFEED pb-sw lights					
28-01-03-01	CROSSFEED A(B) pb-sw OPEN light					
28-01-03-01A		С	2	0	One or both r	may be inoperative.
28-01-03-02	CROSSFEED A(B) pb-sw ON light					
28-01-03-02A		С	2	0	One or both r	nay be inoperative.

AIRCRAFT:	/IATION ADMINISTRATIO Airbus A350			_	O. 2 0/04/2017	PAGE NO. 28-4			
	AII DUO AOOU	DATE: 10/04/2017 28-4  MMEL TABLE KEY							
					CATEGORY				
SYSTEM & SEQUENCE	ITEM				BER INSTALL	ED			
NO.	I I EIVI			3. 1		UIRED FOR DISPATCH			
28. FUEL					4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4				
28-01	FUEL Overhead Panel	<u>'</u>		<b>.</b>	7				
28-01-04	JETTISON pb-sw lights								
28-01-04-01 ***	JETTISON ARM pb-sw ON light								
28-01-04-01A		С	1	0	May be inope	rative.			
28-01-04-02 ***	JETTISON ACTIVE pb-sw OPEN light								
28-01-04-02A		С	1	0	May be inope	rative.			
28-01-04-03 ***	JETTISON ACTIVE pb-sw ON light								
28-01-04-03A		С	1	0	May be inope	rative.			
		i	ı	i	1				

	TMENT OF TRANSPORTA		V		MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O. 2	PAGE NO.			
	Airbus A350	114			0/04/2017	28-5			
		MMEL TABLE KEY							
CVCTEM					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. N		BER INSTALL				
NO.	TT LIVI			3. N		UIRED FOR DISPATCH			
28. FUEL					OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Change		
28-02	FUEL Maintenance		2	3	4		Bar		
20-02	Overhead Panel								
28-02-01 ***	REFUEL pb-sw END light								
28-02-01A		D	1	0	May be inope	rative.			
28-02-02 ***	REFUEL pb-sw ON light								
28-02-02A		D	1	0	May be inope	rative.			

U.S. DEPAR	TMENT OF TRANSPORT	IOITA	N		NAACTE		LICT
FEDERAL AV	/IATION ADMINISTRATIO	NC			MASTE	R MINIMUM EQUIPMENT	LIS I
AIRCRAFT:	Airbus A350			_	O. 2 0/04/2017	PAGE NO. 28-6	
		ММ			E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	UIRED FOR DISPATCH	
100,000,000,000		4. REMARKS OR EXCEPTIONS					
28. FUEL							101
	Item	1	2	3	4		Change Bar
28-07	Indications on SD pages						
28-07-01	Indications on CRUISE page						
28-07-01-01	Engine Fuel Used Indication on the CRUISE page						
28-07-01-01A						77-07-01-02, Engine Fuel on on the <u>CRUISE</u> page.	

AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	N NC	O. 2	PAGE NO.			
_	Airbus A350			_	0/04/2017	28-7			
		MMEL TABLE KEY							
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLI				
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL		1	ı		1				
Sequence No.	Item	1	2	3	4	Chang Bar			
28-07	Indications on SD pages								
28-07-02	Fuel Quantity Indications on the <u>FUEL</u> SD page								
28-07-02-01	Engine Fuel Used Indication on the <u>FUEL</u> SD page								
28-07-02-01A						77-07-03-02, Engine Fuel on on the <u>FUEL</u> SD page.			
28-07-02-02	Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page								
28-07-02-02A		С	3	0	degraded mod with amber da	ore FQI may be in de (last two green digits ashes) provided that the acy is taken into account for ing.			
28-07-02-03	Fuel Used All Engine Indication on the <u>FUEL</u> SD page								
28-07-02-03A						77-07-03-03, Fuel Used All ation on the <u>FUEL</u> SD			

AIRCRAFT:	VIATION ADMINISTRATIO				0.2	PAGE NO.			
	Airbus A350				0/04/2017	28-8			
					E KEY				
SYSTEM &		1. 5			CATEGORY BER INSTALLI	ED			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.			4. REMARKS OR EXCEPTIONS						
28. FUEL		,			,				
Sequence No.	Item	1	2	3	4	Ch I			
28-07	Indications on SD pages					<u>'</u>			
28-07-03	Fuel Temperature Indications on the FUEL SD page								
28-07-03-01	Wing Tank Main Cell Temperature Monitoring on the <u>FUEL</u> SD page								
28-07-03-01A		С	2	1	the wing tank	noperative provided that temperature monitoring is the opposite wing tank.			
28-07-03-02	Wing Tank Temperature Monitoring on the <u>FUEL</u> SD page								
28-07-03-02A		С	2	1	the fuel in each	noperative provided that check wing is more than 1000 kg) before takeoff.			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO		"016			2105110		
AIRCRAFT:	Airbus A350	RE			O. 2 0/04/2017	PAGE NO. 28-9		
		ммі	EL T	ABL	E KEY			
		1. REPAIR CATEGORY						
SYSTEM &					BER INSTALL	ED		
SEQUENCE	ITEM					UIRED FOR DISPATCH		
NO.				5,000,000		OR EXCEPTIONS		
28. FUEL								
Sequence No.	Item	1	2	3	4		Change Bar	
28-09	Dispatch Messages							
28-09-01	FUEL TK DATA REDUNDANCY Message							
28-09-01A		С	_	-	May be displa page.	yed on the <u>DISPATCH</u>		

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N N	0.2	PAGE NO.		
	Airbus A350	IXL.	REVISION NO. 2 DATE: 10/04/2017			28-10		
		ммі						
Nacional Science (Contraction of Contraction of Con		MMEL TABLE KEY  1. REPAIR CATEGORY						
SYSTEM &	1771				BER INSTALL	ED		
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH		
NO.					4. REMARKS	OR EXCEPTIONS		
28. FUEL								
Sequence No.	Item	1	2	3	4		Change Bar	
28-12	Tank Venting System							
28-12-01	Overpressure Protector in the Wing Surge Tank							
28-12-01A		С	2	0	One or both n	nay be broken or missing.		

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350			_	O. 2 0/04/2017	PAGE NO. 28-11	
	711100071000	ММ				20 11	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL							
Sequence No.	Item	1	2	3	4	Ch	
28-21	Engine Feed Pump System						
28-21-01	Center Tank Pump						
28-21-01A	One center tank pump inoperative	С	2	1	that:  1) The afformation deactive deactive 2) The assumpts pb-sw in 3) Both with the street and the street are street as the street are street are street as the street are street are street as the street are street are street as the street are street are street as the s	ected center tank pump is rated, and sociated CTR TK L(R) s set to OFF, and ing tank pumps are ve on the affected side.	
28-21-01B	Both center tank pumps inoperative	C	2	0	provided that:  1) The CT CTR The and 2) All wing operation 3) Both creckee 4) Both creckee 4) Both creckee 5) Both creckeedeactive position 6) The fue	ossfeed valves are d operative, and enter tank pumps are ated, and enter tank inlet valves are ated in the closed	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				NO. 2 PAGE NO. 28-12	
		ММ			LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS			
28. FUEL	I.,		Ι.		La Ch	
Sequence No. 28-21	Engine Feed Pump System	1	2	3	4	
28-21-02	Wing Tank Main Pump					
28-21-02A		C	2	1	<ul> <li>(M)(O) One may be inoperative provided that: <ol> <li>The affected wing tank main pump is deactivated, and</li> <li>The air in the engine feed line is flushed, and</li> <li>The associated L(R) TK MAIN pb-sw is set to OFF, and</li> <li>Both wing tank standby pumps are operative, and</li> <li>The fuel transfer from wing tank to center tank is checked operative on the affected side, and</li> <li>The fuel in each wing is more than 22,046 lb (10,000 kg) before takeoff, and</li> <li>On the affected wing, the AC main generation 1A(2A) has no message displayed on the DISPATCH page.</li> </ol> </li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				O. 2 0/04/2017	PAGE NO. 28-13			
	711100371000	DATE: 10/04/2017 28-13  MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
28. FUEL					,				
Sequence No.	Item	1	2	3	4	Chan Ba			
28-21	Engine Feed Pump System					<u> </u>			
28-21-03	Wing Tank Standby Pump								
28-21-03A	Fuel Scavenge Valve	С	2	1	that:  1) The af pump 2) The ai flushe 3) The as pb-sw 4) The futo cen operate and 5) The futhan 2 before 6) On the main of messa	ffected wing tank standby is deactivated, and ir in the engine feed line is d, and ssociated L(R) TK STBY is set to OFF, and lel transfer from wing tank ter tank is checked tive on the affected side, lel in each wing is more 12,046 lb (10,000 kg) takeoff, and e opposite wing, the AC generation 2B(1B) has no age displayed on the ATCH page.			
28-21-04A		С	2	0	provided that	oth may be inoperative the affected fuel scavenge ivated in the closed			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATION								
AIRCRAFT:	Airbus A350	RE'			NO. 2 PAGE NO. 28-14				
		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL			4. REMARKS OR EXCEPTIONS						
Sequence No.         Item         1         2         3         4									
28-22	APU Fuel System	•	_		Bar Bar				
20-22	AFO I dei System								
28-22-01	APU Fuel Pump								
28-22-01A		С	1	0	(M)(O) May be inoperative provided that the APU fuel pump is deactivated.				
28-22-02	APU Feed Isolation Valve								
28-22-02A		С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The APU feed isolation valve is deactivated in the closed position, and</li> <li>2) The APU is considered inoperative.</li> </ul> Refer to Item 49-10-01, APU				
28-22-03	APU Feed LP Valve				Powerplant.				
28-22-03A		С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The APU feed LP valve is deactivated in the closed position, and</li> <li>2) The APU is considered inoperative.</li> </ul>				
28-22-04	APU Fuel Line				Refer to Item 49-10-01, APU Powerplant.				
20-22 <b>-04</b>	Damage Detection								
28-22-04A		С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The APU feed isolation valve is deactivated in the closed position, and</li> <li>2) The APU is considered inoperative.</li> <li>Refer to Item 49-10-01, APU Powerplant.</li> </ul>				

REVISION NO. 2   PAGE NO.   28-15		TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
SYSTEM & SEQUENCE NO.  ITEM Sequence No.   Item   1   2   3   4   Che    28-23   Crossfeed System   28-23-01   Crossfeed Valve   Che    28-23   Crossfeed Valve   Che		VIATION ADMINISTRATIO		VISIC	N NC	O. 2	PAGE NO.	
SYSTEM & SEQUENCE NO.  ITEM  I		Airbus A350		DAT	E: 10	0/04/2017	28-15	
SYSTEM & SEQUENCE NO.  ITEM  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  28-23 Crossfeed System  28-23-01 Crossfeed Valve  C 2 1 (M)(O) One may be inoperative provided that:  1) The affected crossfeed valve is deactivated in the closed position, and  2) The remaining crossfeed valve is								
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  28. FUEL  Sequence No.   Item	SYSTEM &		1. F				- D	
28. FUEL  Sequence No.   Item		ITEM		2. ľ				
Sequence No. Item 1 2 3 4  28-23 Crossfeed System  28-23-01 Crossfeed Valve  Characteristic Characteristics Characteristic Characteristics Characteristic Characteristics Characteristic Characteristics Characteristic	NO.				J. 1			
28-23 Crossfeed System  28-23-01 Crossfeed Valve  C 2 1 (M)(O) One may be inoperative provided that:  1) The affected crossfeed valve is deactivated in the closed position, and  2) The remaining crossfeed valve is	28. FUEL							
28-23-01A  Crossfeed Valve  C 2 1 (M)(O) One may be inoperative provided that:  1) The affected crossfeed valve is deactivated in the closed position, and  2) The remaining crossfeed valve is	Sequence No.	Item	1	2	3	4		Change Bar
28-23-01A  C 2 1 (M)(O) One may be inoperative provided that:  1) The affected crossfeed valve is deactivated in the closed position, and 2) The remaining crossfeed valve is	28-23	Crossfeed System						
that:  1) The affected crossfeed valve is deactivated in the closed position, and  2) The remaining crossfeed valve is	28-23-01	Crossfeed Valve						
			C	2	1	that:  1) The af deacti position 2) The reference of the control o	fected crossfeed valve is vated in the closed on, and emaining crossfeed valve is	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		MASTER MINIMUM EQUIPMENT L	IST
	VIATION ADMINISTRATIO					
AIRCRAFT:	Airbus A350	RE'			NO. 2 PAGE NO. 28-16	
	711100071000	ММ			LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
28-25	Refuel/Defuel System					
28-25-01	Fuel Controls and Indicators on the external Refuel Panel					
28-25-01A		С	20	0	One or more may be inoperative provided that refuel and defuel procedures do not require their use.	
28-25-02 ***	Cockpit Refuel Control					
28-25-02A		D	1	0	May be inoperative.	
28-25-03	Center Tank Inlet Valve					
28-25-03A	One center tank inlet valve inoperative	С	2	1	<ul> <li>(M)(O) One may be inoperative provided that:</li> <li>1) The affected center tank inlet valve is deactivated in the closed position, and</li> <li>2) Both crossfeed valves are checked operative, and</li> <li>3) Each refuel is performed manually.</li> <li>NOTE: The associated L(R) TK XFR pb-sw should be placarded.</li> </ul>	
28-25-03B	Both center tank inlet valves inoperative	С	2	0	<ul> <li>(M)(O) Both may be inoperative provided that: <ol> <li>Both center tank inlet valves are deactivated in the closed position, and</li> <li>Both crossfeed valves are checked operative, and</li> <li>Both wing tank standby pumps are checked operative, and</li> <li>Each refuel is performed manually.</li> </ol> </li> <li>NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350		REVISION NO. 2 PAGE NO. 28-17					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	_	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPAT     4. REMARKS OR EXCEPTIONS					
28. FUEL				<u> </u>				
Sequence No.	Item	1	2	3	4	Ch   E		
28-25	Refuel/Defuel System							
28-25-04	Wing Tank Inlet Valve							
28-25-04A	One wing tank inlet valve inoperative	С	2	1	that:  1) The after valve position position check 2) Both of check 3) Each manual NOTE: The after valve position positio	ffected wing tank inlet is deactivated in the closed on, and crossfeed valves are ed operative, and refuel is performed ally.  ssociated L(R) TK XFR should be placarded.		
28-25-04B	Both wing tank inlet valves inoperative	С	2	0	provided that:  1) Both v deacti position 2) Both v check 3) Both v are ch 4) Each v manual NOTE: The L	wing tank inlet valves are ivated in the closed on, and crossfeed valves are ed operative, and wing tank standby pumps necked operative, and refuel is performed ally.  TK XFR pb-sw, the R TK ob-sw, and the External el Panel should be		

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				IO. 2 0/04/2017	PAGE NO. 28-18				
	711100071000	MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS				
28. FUEL					7. 112.00	OK EXCELLIONS				
Sequence No.	Item	1	2	3	4	Ch				
28-25	Refuel/Defuel System									
28-25-05	Refuel Isolation Valve									
28-25-05A ***	One refuel isolation valve inoperative	С	2	1	that the associanstalled after  NOTE 1: Whe faile the available available the available available are available are available	be inoperative provided ciated coupling caps are reach refuel/defuel.  en a refuel isolation valve is ed in the closed position, automatic refuel is only ilable on the opposite side.  clication of the (M) bedure is only necessary for hual refuel/defuel:  When the affected refuel coupling is used for refuel/defuel, or  When an isolation valve is				
28-25-05B ***	All refuel isolation valves inoperative	С	_	0	(M) All may b 1) Each manua 2) The acare inserticely NOTE: Application is only	failed in the open position.  e inoperative provided that: refuel/defuel is performed ally, and ssociated coupling caps stalled after each /defuel.  cation of the (M) procedure / necessary for /defuel.				
28-25-06	Defuel Valve									
28-25-06A		С	1	0		e inoperative provided that live is deactivated in the on.				

MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  ITEM  SPECIFICATION  ITEM  SEQUENCE NO.  ITEM  ITEM  SEQUENCE NO.  ITEM  SEQUENCE NO.  ITEM  ITEM  SEQUENCE NO.  ITEM  ITEM  SEQUENCE NO.  ITEM  IT	AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				NO. 2 PAGE NO. 28-19					
1. REPAIR CATEGORY   2. NUMBER INSTALLED   3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTION		711154671666	ММ								
28-31-01	EQUENCE	ITEM	_	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH							
Sequence No.   Item	28. FUEL			4. REMARKS OR EXCEPTIONS							
28-31-01A  Center Tank Jettison Valve  D  (M) One or both may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE: The jettison function is available only when the center tank is empty.  Center Tank Jettison  (M) One or both may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE: The jettison function from the that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.  Center Tank Jettison  (M) One or both may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.  Center Tank Jettison function from the wing tanks is no longer available.  Center Tank Jettison function from the wing tanks is no longer available.  NOTE 2: The jettison function from the wing tanks is no longer available.  NOTE 1: The jettison function from the provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the provided that both defuel jettison valve are deactivated in the closed position.		Item	1	2	3	4					
28-31-01A  D 2 0 (M) One or both may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE: The jettison function is available only when the center tank is empty.  28-31-02  Defuel Jettison Valve  28-31-02A  One defuel jettison valve inoperative  NOTE 1: The jettison function from the center tank is available.  NOTE 2: The jettison function from the wing tanks is no longer available.  NOTE 2: The jettison function from the wing tanks is no longer available.  (M) One may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.  NOTE 2: The jettison function from the deactivated in the closed position.  NOTE 1: The jettison function from the provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the provided that both defuel jettison valve are deactivated in the closed position.		Jettison System									
provided that the affected valve is deactivated in the closed position.  NOTE: The jettison function is available only when the center tank is empty.  28-31-02 Defuel Jettison Valve  28-31-02A One defuel jettison valve inoperative  28-31-02B Both defuel jettison valves inoperative  28-31-02B Both defuel jettison valves inoperative  C 2 (M)(O) Both may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.  C 2 (M)(O) Both may be inoperative provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.											
28-31-02A One defuel jettison valve inoperative  D 2 1 (M) One may be inoperative provided that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the center tank is available.  NOTE 2: The jettison function from the wing tanks is no longer available.  28-31-02B Both defuel jettison valves inoperative provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the wing tanks is no longer available.	28-31-01A		D	2	0	provided that the affected valve is deactivated in the closed position.  NOTE: The jettison function is available only when the center tank is					
valve inoperative  that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the center tank is available.  NOTE 2: The jettison function from the wing tanks is no longer available.  28-31-02B Both defuel jettison valves inoperative  valves inoperative  C 2 0 (M)(O) Both may be inoperative provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the		Defuel Jettison Valve									
28-31-02B Both defuel jettison valves inoperative  C 2 0 (M)(O) Both may be inoperative provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the	28-31-02A		D	2	1	that the affected valve is deactivated in the closed position.  NOTE 1: The jettison function from the					
valves inoperative provided that both defuel jettison valve are deactivated in the closed position.  NOTE 1: The jettison function from the											
	28-31-02B		С	2	0	provided that both defuel jettison valves					
						NOTE 1: The jettison function from the center tank is available.					
NOTE 2: The jettison function from the wing tanks is no longer available.											

U.S. DEPAR	TMENT OF TRANSPORT	TATIO	N		NAACTE		ICT		
FEDERAL A	VIATION ADMINISTRATION	ON			MASTE	R MINIMUM EQUIPMENT I	_101		
AIRCRAFT:	Airbus A350		REVISION NO. 2 PAGE NO. 28-20						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS			
28. FUEL			,	<u>'</u>					
Sequence No.	Item	1	2	3	4		Change Bar		
28-31	Jettison System								
28-31-03 ***	Jettison Valve								
28-31-03A	One jettison valve inoperative	D	2	1		nay be inoperative provided ted valve is secured in the n.			
28-31-03B	Both jettison valves inoperative	D	2	0	that both valve closed positio	ettison function is no longer			

	TMENT OF TRANSPORTA		V		MASTER MINIMUM EQUIPMENT LI	IST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 2 PAGE NO.	
	Airbus A350		DAT	E: 10	0/04/2017 28-21	
					_E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. N		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. I	4. REMARKS OR EXCEPTIONS	
28. FUEL					, , , , , , , , , , , , , , , , , , , ,	
Sequence No.	Item	1	2	3	4	Change Bar
28-42	Quantity Indicating				1	
28-42-01	FQI Integrity Detection					
28-42-01A		C	1	0	<ul> <li>(M)(O) May be inoperative provided that: <ol> <li>All fuel used indications are operative on the FUEL SD page, and</li> <li>The FQIs are checked operative, and</li> <li>The wing tanks and center tank low level detection are checked operative, and</li> <li>The surge tanks overflow detection is checked operative, and</li> <li>The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and</li> <li>The loss of FOB accuracy is taken into account for the fuel planning.</li> </ol> </li> <li>NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350			ON N					
	VIII NO 2001		DATE: 10/04/2017 28-22						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	<b>E KEY</b> CATEGORY BER INSTALLED IUMBER REQUIRED 4. REMARKS OR EX				
28. FUEL						121			
Sequence No.	Item	1	2	3	4	Ch I			
28-46 28-46-01	Tank Level Sensing Center Tank Low Level Detection								
28-46-01A		C	1	0	and 2) The FQIs are and 3) The wing tank detection and detection are and 4) The surge tank detection is chand 5) The FOB is chand sexternal refuer refuel/defuel, 6) The loss of F0	checked operative, checked operative, ks low level I FQI integrity checked operative, hks overflow hecked operative, hecked with Ground dicator (GFLI) on el panel after each and OB accuracy is count for the fuel  f the (M) procedure only when			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT I	LIST			
	VIATION ADMINISTRATIO								
AIRCRAFT:	Airbus A350	RE'			IO. 2 PAGE NO. 28-23				
		MMI	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
28. FUEL		1			'				
Sequence No.	Item	1	2	3	4	Change Bar			
28-46	Tank Level Sensing								
28-46-02	Wing Tank Low Level Detection								
28-46-02A	Without fuel jettison function	С	2	1	<ul> <li>(O) One may be inoperative provided that: <ol> <li>All fuel used indications are operative on the <u>FUEL</u> SD page, and</li> <li>The FQIs are checked operative, and</li> <li>The FQI integrity detection is checked operative, and</li> <li>The center tank low level detection is checked operative, and</li> <li>The surge tanks overflow detection is checked operative.</li> </ol> </li></ul>				
28-46-02B	With fuel jettison function	C	2	1	<ul> <li>(O) One may be inoperative provided that: <ol> <li>All fuel used indications are operative on the <u>FUEL</u> SD page, and</li> <li>The FQIs are checked operative, and</li> <li>The FQI integrity detection is checked operative, and</li> <li>The center tank low level detection is checked operative, and</li> <li>The surge tanks overflow detection is checked operative.</li> </ol> </li> <li>NOTE: The jettison function is no longer available.</li> </ul>				

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				IO. 2 0/04/2017	PAGE NO. 28-24
	Alibus Asso	BABA				20-24
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		ED UIRED FOR DISPATCH S OR EXCEPTIONS
28. FUEL						OK EXCELLIONS
Sequence No.	Item	1	2	3	4	CI
28-46	Tank Level Sensing					
28-46-03	Surge Tank Overflow Detection					
28-46-03A		С	2	0	provided that:  1) All fue operation and 2) The funcheck 3) The Funcheck 4) The work low less operation operation and the manual NOTE: Applied is necessarial.	el used indications are tive on the <u>FUEL</u> SD page, uel quantity indications are ed operative, and QI integrity detection is ed operative, and ring tanks and center tank vel detection are checked tive, and refuel is performed

SYSTEM & SEQUENCE NO.  28. FUEL Sequence No.   1  28-46  28-46-04	ITEM  Item  Tank Level Sensing	ММ	DAT EL T REPA	E: 1 AIR ( NUM	PAGE NO.  10/04/2017 28-25  LE KEY  CATEGORY  MBER INSTALLED	
SYSTEM & SEQUENCE NO.  28. FUEL Sequence No.   1  28-46  28-46-04	ITEM	1. F	EL T	ABL AIR (	LE KEY CATEGORY MBER INSTALLED	
28. FUEL Sequence No.   1 28-46 28-46-04	ltem	1. F	REP/	AIR ( NUM	CATEGORY IBER INSTALLED	
28-46 28-46-04 28-46-04A		1			NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
<b>28-46-04</b> 28-46-04A		1				Change
<b>28-46-04</b> 28-46-04A	Tank Level Sensing		2	3	4	Bar
28-46-04A						
	Wing Tank TWDC Point Level Sensor Processor					
	Without fuel jettison function	C	2	0	<ul> <li>(M)(O) One or both may be inoperative provided that: <ol> <li>All fuel used indications are operative on the <u>FUEL</u> SD page, and</li> <li>The fuel quantity indications are checked operative, and</li> <li>The center tank low level detection is checked operative, and</li> <li>The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and</li> <li>Each refuel is performed manually, and</li> <li>The loss of FOB accuracy is taken into account for the fuel planning.</li> </ol> </li> <li>NOTE: Application of the (M) procedure is necessary only when refuel/defuel is needed.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350			_	IO. 2 0/04/2017	PAGE NO. 28-26
		ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
28. FUEL	1.				T.	Chai
Sequence No.	Item	1	2	3	4	Ва
28-46 28-46-04	Tank Level Sensing Wing Tank TWDC Point Level Sensor Processor (Cont'd)					
28-46-04B	With fuel jettison function	C	2	0	provided that:  1) All fue operate and 2) The fue check 3) The condetect and 4) The Fuel Lextern refuel/ 5) Each manual 6) The lot taken planni  NOTE 1: App process whe	el used indications are tive on the FUEL SD page, uel quantity indications are ed operative, and enter tank low level tion is checked operative,  OB is checked with Ground Level Indicator (GFLI) on hal refuel panel after each /defuel, and refuel is performed ally, and less of FOB accuracy is into account for the fuel

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MASTE	ER MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATI				_	T = =	
AIRCRAFT:	Airbus A350	RE'			IO. 2 0/04/2017	PAGE NO. 28-27	
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL					4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
28-49	Fuel Properties Measurement	'		3	7		Bar
28-49-01	Fuel Properties Measurement						
28-49-01A		С	1	0		erative provided that the nan 66,137 lb (30,000 kg).	
					and as refuel	failure occurs after refuel, s long as no additional is performed, the 66,137 lb 00 kg) limitation does not	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				O. 2 0/04/2017	PAGE NO. 28-28
	Alibus Assu					20-20
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C		UIRED FOR DISPATCH
8. FUEL					4. REMARKS	OR EXCEPTIONS
equence No.	Item	1	2	3	4	Ch
28-51	Fuel Quantity and Management System	'	2	3	4	
28-51-01	Fuel Quantity and Management System					
28-51-01A		С	2	1	(O) One may	be inoperative.
28-51-02	Auto Feed Function					
28-51-02A		C	1	0	1) The m tank p operated 2) Both concepts the character 3) Both concepts the character at t	coperative provided that: canual control of the center cumps is checked tive, and center tank pumps are ed operative, and center tank pumps are cally controlled during the

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 29-1
	711100071000	ММ			E KEY	201
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS
29. HYDRAI	JLIC POWER					
Sequence No.	Item	1	2	3	4	
29-01	HYD Overhead Panel					
29-01-01	GREEN(YELLOW) ENG 1(2) PUMP pb-sw FAULT light					
29-01-01A		С	4	0	One or more	may be inoperative.
29-01-02	GREEN(YELLOW) ENG 1(2) PUMP pb-sw OFF light					
29-01-02A		С	4	0	One or more	may be inoperative.
29-01-03	GREEN(YELLOW) ENG 1(2) SUPPLY pb OVHT light					
29-01-03A		С	4	0	One or more	may be inoperative.
29-01-04	GREEN(YELLOW) ENG 1(2) SUPPLY pb ISOL light					
29-01-04A		С	4	0	One or more	may be inoperative.

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 29-2
	All Du3 A000	БЛВЛІ			E KEY	25-2
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
29. HYDRAL	JLIC POWER	,				
Sequence No.	Item	1	2	3	4	C
29-02	HYD Overhead Panel					
29-02-01	GREEN(YELLOW) ELEC PMP pb-sw FAULT light					
29-02-01A		С	2	0	One or both n	nay be inoperative.
29-02-02	GREEN(YELLOW) ELEC PMP pb-sw OFF light					
29-02-02A		С	2	0	One or both n	nay be inoperative.
29-02-03	GREEN(YELLOW) ELEC PMP pb ON light					
29-02-03A		С	2	0	One or both n	nay be inoperative.

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				IO. 3 2/16/2018	PAGE NO. 29-3
	711100071000	BABAI			E KEY	20 0
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH
29 HYDRAII	LIC POWER				4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	
29-07	Indications on the HYD SD pages					
29-07-01	Fire Shutoff Valve Indication on the <u>HYD</u> SD page					
29-07-01A		С	4	0	provided that	ore may be inoperative the associated fire shutoff ked in the open position.
29-07-02	Electric Motor Pump Indication on the <u>HYD</u> SD page					
29-07-02A		С	2	0	One or both n	nay be inoperative.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	Γ LIST
	VIATION ADMINISTRATIO		// 01/	N I N I	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	RE		ON N E: 02	O. 3 2/16/2018	PAGE NO. 29-4	
		мм	EL T	ABL	E KEY		
0)/0751/0					CATEGORY		
SYSTEM &	ITEM 4		2. N	NUM	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
29. HYDRAU	ILIC POWER						
Sequence No.	Item	1	2	3	4		Change Bar
29-09	Dispatch Messages						
29-09-01	HYD G(Y) RETURN FILTER Message						
29-09-01A		С	_	_	One may be o	displayed on the	
					<u> </u>	~g~.	ı
29-09-02	HYD FILTER CLOGGED Message				Deleted, Revi	sion 2.	
	OLOGOLD Message						

US DEPAR	TMENT OF TRANSPORTA	OIT	N.			
0.0. DEI 7410	TIME IN THE TIME OF THE	(1101	•		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	Airbus A350	RE\			IO. 3 PAGE NO. 29-5	
		ммі	EL T	ABL	E KEY	
OVOTENA					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. N	IUMI	BER INSTALLED	
NO.	I I CIVI			3. N	NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
29. HYDRAU	ILIC POWER					
Sequence No.	Item	1	2	3	4	Change Bar
29-10	Main Hydraulic Power					
29-10-01	Green Engine Driven Pump					1
	(A350-900 Series)					ı
29-10-01A	(A330-900 Selles)	A	2	1	<ul> <li>(M)(O) One may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>The affected green EDP is deactivated, and</li> <li>Both yellow EDPs are operative, and</li> <li>Both VFGs on the associated engine are operative, and</li> <li>The rudder EHA is checked operative, and</li> <li>The left elevator EHA is checked operative, and</li> <li>The takeoff is performed in CONF 1+F, and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li></ul>	

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT L	JIST
	<u>VIATION ADMINISTRATIO</u>				T	
AIRCRAFT:	Airbus A350	RE\			IO. 3 PAGE NO. 29-6	
		BABAI	-, <del>-</del>	^ DI	FVEV	
					LE KEY Category	
SYSTEM &		1. [			BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
29. HYDRAU	ILIC POWER				4. NEWATING ON EXCELLINATE	
Sequence No.	Item	1	2	3	4	Change
29-10	Main Hydraulic Power	-	_			Bar
	-					
29-10-02	Yellow Engine Driven					
	Pump					
	(A350-900 Series)					I
29-10-02A		Α	2	1	(M)(O) One may be inoperative for	
					10 consecutive calendar-days provided	
					that:	
					The affected yellow EDP is	
					deactivated, and	
					<ol> <li>Both green EDPs are operative, and</li> </ol>	
					3) Both VFGs on the associated	
					engine are operative, and	
					4) The rudder EHA is checked	
					operative, and	
					5) The right elevator EHA is	
					checked operative, and	
					6) The inboard ailerons EHAs are	
					checked operative before each flight, and	
					7) Airplane Flight Manual	
					performance penalties are	
					applied.	

		N		MASTE	R MINIMUM EQUIPMENT I	LIST
VIATION ADMINISTRATIO		// O : -		10.0	DAGE NO.	
Airbug A250						
Allbus Assu					29-1	
	1. F					
ITEM		2. r				
			3. I			
II IC POWFR				T. INEMIARKO	OK EXOLI HONO	
Item	1	2	3	4		Change Bar
Main Hydraulic Power						Dai
Reservoir Air Bleed						
Valve						
Inoperative in the closed position	С	2	0	provided that 1) Inoperand 2) Manua dispate 3) Manua	the associated reservoir is: ative in the closed position, ally bled before first MEL ch, and ally bled again no later than	
Inoperative in the open position	С	2	0	the open posi 1) The au systen 2) The as reserv	tion provided that: utomatic reservoir air bleed in is deactivated, and associated hydraulic oir quantity is checked	         
Green(Yellow) System Accumulator						
	С	2	0	provided that:  1) The as Pump 2) The as pressu and 3) The as	ssociated Electric Motor is operative, and ssociated reservoir ure transducer is operative, ssociated reservoir is	
	Airbus A350  ITEM  ILIC POWER  Item  Main Hydraulic Power  Reservoir Air Bleed Valve  Inoperative in the closed position  Inoperative in the open position	Airbus A350  MMI  ITEM  ITEM  ITEM  Item  I Main Hydraulic Power Reservoir Air Bleed Valve Inoperative in the closed position  Inoperative in the open position  Creen(Yellow) System Accumulator	Airbus A350    Airbus A350   REVISIO DAT     MMEL T   1. REPA     Item   1   2     Main Hydraulic Power   Reservoir Air Bleed Valve     Inoperative in the closed position   C   2     Creen(Yellow) System   Accumulator   C   2	Airbus A350  REVISION N DATE: 0  MMEL TABL  1. REPAIR C  2. NUM  3. N  Main Hydraulic Power  Reservoir Air Bleed Valve  Inoperative in the closed position  C 2 0  Inoperative in the open position  C 2 0  Green(Yellow) System Accumulator	Airbus A350  REVISION NO. 3 DATE: 02/16/2018    MMEL TABLE KEY	MASTER MINIMUM EQUIPMENT I  Airbus A350  REVISION NO. 3 DATE: 02/16/2018  PAGE NO. DATE: 02/16/2018  PAGE NO.  MMEL TABLE KEY  1. REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  ILIC POWER  Item 1 2 3 4  Main Hydraulic Power  Reservoir Air Bleed Valve  Inoperative in the closed position, and 2) Manually bled before first MEL dispatch, and 3) Manually bled again no later than every 35 flights.  Inoperative in the open position  Inoperative in the open position  C 2 0 (M) One or both may be inoperative in the open position provided that: 1) The automatic reservoir air bleed system is deactivated, and 2) The associated hydraulic reservoir quantity is checked before first MEL dispatch.  Green(Yellow) System Accumulator  C 2 0 (O) One or both may be inoperative provided that: 1) The associated Hydraulic reservoir guantity is checked before first MEL dispatch.  Green(Yellow) System Accumulator  C 2 1 0 (O) One or both may be inoperative provided that: 1) The associated Electric Motor Pump is operative, and 2) The associated reservoir pressure transducer is operative, and 3) The associated reservoir is pressure transducer is operative, and 3) The associated reservoir is pressure transducer is operative, and 3) The associated reservoir is pressure transducer is operative, and 3) The associated reservoir is pressure transducer is operative, and

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V				
	VIATIONI ADMINISTRATIO	N I			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350				2/16/2018	29-8	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F			ATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALL	ED UIRED FOR DISPATCH	
NO.				J. I		OR EXCEPTIONS	
29. HYDRAU	LIC POWER						
Sequence No.	Item	1	2	3	4		Change Bar
29-10	Main Hydraulic Power						
29-10-05	Green(Yellow) ENG 1(2) Pump Disconnection Switch						
29-10-05A		С	4	0	inoperative pr depressurizat associated Er	n each circuit may be ovided that the ion function of the ngine Driven Pump is ative before each flight.	

	TMENT OF TRANSPORTA		N		MASTE	ER MINIMUM EQUIPMENT I	_IST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO.	
	Alibus A350		DAI	E. U.	2/10/2010	29-9	
		_			E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.				3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
29. HYDRAU	LIC POWER	1	1	1	<u> </u>		100
Sequence No.	Item	1	2	3	4		Change Bar
29-20	Auxiliary Hydraulic Power						
29-20-01	Green Electric Motor Pump						
29-20-01A		С	1	0	1) The grade deacti 2) The years is ope 3) All yel operate 4) The years the years of the years the years of the years the years of the	e inoperative provided that: reen electric motor pump is vated, and ellow electric motor pump rative, and low wheel brakes are tive, and ellow parking brake or valve is operative.	
29-20-02	Yellow Electric Motor Pump						
29-20-02A		С	1	0	1) The years is dea 2) The graph operated 3) All gree operated 4) The graph valve NOTE: The A	e inoperative provided that: ellow electric motor pump ctivated, and reen electric motor pump is tive, and een wheel brakes are tive, and reen parking brake selector is operative.  ET and FWD cargo doors be operated manually.	
29-20-03	Hydraulic Auxiliary Pump						
29-20-03A		D	1	0	May be inope	rative.	

	AIRCRAFT:	VIATION ADMINISTRATION				IO. 3	PAGE NO.	
SYSTEM & SEQUENCE NO.  ITEM  I		Airbus A350		DAT	E: 0	2/16/2018	29-10	
SYSTEM & SEQUENCE NO.  29. HYDRAULIC POWER  Sequence No.   Item   1   2   3   4   Characteristics    29-33   Hydraulic System Monitoring Redundancy    29-33-01   Green System Temperature Monitoring Redundancy    29-33-02   Yellow System Temperature Monitoring Redundancy    29-33-03   Green System Temperature Monitoring Redundancy    29-33-04   Yellow System Pressure Monitoring Redundancy    29-33-05   Green(Yellow) Reservoir Level Monitoring Redundancy    29-33-05   C   2   0   (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before								
Sequence No.   Item   1   2   3   4     Charles    29. HYDRAULIC POWER  Sequence No.   Item   1   2   3   4     Charles    29-33   Hydraulic System   Monitoring    29-33-01   Green System   Temperature   Monitoring    Redundancy   Redundancy    29-33-02   Yellow System   Temperature   Monitoring    Redundancy   Redundancy    29-33-03   Green System   Pressure Monitoring    Redundancy   C   1   0   May be inoperative.  29-33-04   Yellow System   Pressure Monitoring    Redundancy   Redundancy    29-33-05   Green(Yellow)    Reservoir Level   Monitoring    Redundancy    29-33-05A   C   2   0   (M)(O) One or both may be inoperative    provided that the associated hydraulic    reservoir quantity is checked before	SYSTEM &		1. F				ED	
29. HYDRAULIC POWER  Sequence No.   Item		ITEM		2. 1				
Sequence No.   Item	NO.				• •			
29-33 Hydraulic System Monitoring 29-33-01 Green System Temperature Monitoring Redundancy 29-33-02 Yellow System Temperature Monitoring Redundancy 29-33-03 Green System Pressure Monitoring Redundancy 29-33-04 Yellow System Pressure Monitoring Redundancy 29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy 29-33-05A C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29. HYDRAU	LIC POWER	·					
29-33-01 Green System Temperature Monitoring Redundancy  29-33-02 Yellow System Temperature Monitoring Redundancy  29-33-03 Green System Pressure Monitoring Redundancy  29-33-04 Yellow System Pressure Monitoring Redundancy  C 1 0 May be inoperative.  29-33-04 Yellow System Pressure Monitoring Redundancy  C 1 0 May be inoperative.  C 1 0 May be inoperative.  C 1 0 May be inoperative.	Sequence No.	Item	1	2	3	4		Chai Ba
Temperature Monitoring Redundancy  29-33-02 Yellow System Temperature Monitoring Redundancy  29-33-03 Green System Pressure Monitoring Redundancy  29-33-04 Yellow System Pressure Monitoring Redundancy  29-33-04 Yellow System Pressure Monitoring Redundancy  29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy  29-33-05A  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33							
Temperature Monitoring Redundancy  29-33-03 Green System Pressure Monitoring Redundancy  C 1 0 May be inoperative.  29-33-04 Yellow System Pressure Monitoring Redundancy  C 1 0 May be inoperative.	29-33-01	Temperature Monitoring				Deleted, Rev	vision 2.	
Pressure Monitoring Redundancy  29-33-03A  C 1 0 May be inoperative.  29-33-04 Yellow System Pressure Monitoring Redundancy  C 1 0 May be inoperative.  29-33-04A  C 1 0 May be inoperative.  29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33-02	Temperature Monitoring				Deleted, Rev	vision 2.	
29-33-04 Yellow System Pressure Monitoring Redundancy  C 1 0 May be inoperative.  29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33-03	Pressure Monitoring						
Pressure Monitoring Redundancy  29-33-04A  C 1 0 May be inoperative.  29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33-03A		С	1	0	May be inope	erative.	
29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33-04	Pressure Monitoring						
Reservoir Level Monitoring Redundancy  C 2 0 (M)(O) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before	29-33-04A		С	1	0	May be inopo	erative.	
provided that the associated hydraulic reservoir quantity is checked before	29-33-05	Reservoir Level Monitoring						
	29-33-05A		С	2	0	provided that reservoir qua	t the associated hydraulic	

AIRCRAFT:	VIATION ADMINISTRAT				O. 3 PAGE NO.	
	Airbus A350	DADA!			2/16/2018 29-11	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
29. HYDRAU Sequence No.	Item	1	2	3	4	Chang
29-33	Hydraulic System Monitoring	1	2	3	4	Bar
29-33-06	Green(Yellow) Reservoir Level Monitoring					
29-33-06A		С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided that:</li> <li>1) The hydraulic reservoir quantity is checked before each flight, and</li> <li>2) The affected reservoir linear variable differential transducer is deactivated.</li> </ul>	
29-33-07	Yellow Hydraulic Monitoring Control				Deleted, Revision 2.	
29-33-08	Green Hydraulic Monitoring Control				Deleted, Revision 2.	
29-33-09	Green(Yellow) Reservoir Pressure Transducer					   
29-33-09A		C	2	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) The associated Electric Motor Pump is operative, and</li> <li>2) The affected pressure transducer is deactivated, and</li> <li>3) The associated reservoir is pressurized before engine start.</li> </ul>	j

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3	PAGE NO.	
	Airbus A350				2/16/2018	30-1	
		_			E KEY		
SYSTEM &		1. F			CATEGORY	ED	
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH	
NO.				0.,		OR EXCEPTIONS	
	RAIN PROTECTION						Lai
Sequence No.	Item	1	2	3	4		Chang Bar
30-01	ANTI ICE Overhead Panel						
30-01-01	ENG 1(2) ANTI ICE pb FAULT light						
30-01-01A		С	2	0	One or both i	may be inoperative.	
30-01-02	ENG 1(2) ANTI ICE pb ON light						
30-01-02A		С	2	0	One or both i	may be inoperative.	
30-01-03	WING ANTI ICE pb FAULT light						
30-01-03A		С	1	0	May be inope	erative.	
30-01-04	WING ANTI ICE pb ON light						
30-01-04A		С	1	0	May be inope	erative.	
30-01-05	PROBE & WINDOW HEAT pb-sw ON light						
30-01-05A		С	1	0	May be inope	erative.	

AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 30-2
	Alibus ASSU	BABAI				30-2
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C		UIRED FOR DISPATCH
O. ICE AND	RAIN PROTECTION				4. KEWAKKS	OR EXCEPTIONS
equence No.	Item	1	2	3	4	
80-02	WIPER Overhead Panel					
80-02-01	Wiper High Speed Function (FAST Position)					
30-02-01A		С	2	0		may be inoperative the associated slow speed erative.
80-02-02	Wiper Low Speed Function (SLOW Position)					
30-02-02A		С	2	0	One or both r	may be inoperative.
80-02-03	Wiper Intermittent Speed Function (INTMT Positions)					
80-02-03A		D	6	0	One or more	may be inoperative.

			_				
	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//016	N I N I	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	REVISION NO. 3 DATE: 02/16/2018				PAGE NO. 30-3	
		ммі	EL T	ABL	E KEY		
121000000000000000000000000000000000000					CATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.				500000000	4. REMARKS	OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
30-07	Indication on the DOOR/OXYGEN SD page						
30-07-01	Rain Repellent Monitoring on the <u>DOOR/OXYGEN</u> SD page						
30-07-01A		D	1	0	May be inope	rative.	

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	30-4	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	-D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
30-11	Wing Ice Protection						
30-11-01	Wing Anti-Ice Valve						
30-11-01A		С	2	0	provided that:  1) The af is dear position 2) The as WING display of the 3) The ai known conditing flight r 4) ETOP	ifected wing anti-ice valve ctivated in the closed on, and sociated A-ICE L(R) VLV OPEN alert is not yed after the deactivation affected valve, and rcraft is not operated in a or forecast icing ions along the intended oute, and S beyond 120 minutes is nducted.	
30-11-02	Wing Anti-Ice System						
30-11-02A		С	1	0	aircraft is not	rative provided that the operated in known or conditions along the troute.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 30-5	
		ммі	FI T	ΔRI	E KEY		
0)/07514.0					CATEGORY		
SYSTEM &	ITEM4		2. N	IUMI	BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
30-11	Wing Ice Protection						•
30-11-03	Wing Anti-Ice Temperature Monitoring						
30-11-03A		C	2	1	that:  1) The or system 2) The or pack is 3) The as system except 4) The X associ pb-sw their u engine 5) When APU E to prof	posite engine bleed air is operative, and oposite air conditioning is operative, and is sociated engine bleed air in is not used on ground it for engine start, and is BLEED pb-sw and the fated ENG 1(2) BLEED are placarded to prohibit se on ground except for estart, and it the side 1 is affected, the BLEED pb-sw is placarded in hibit its use on ground it for engine start.	

		N		MASTER MINIMUM EQUIPMENT	LIST
VIATION ADMINISTRATIC		/1010	) NI NI	DAGE NO	
Airbus A350	IXL V				
	ММ	FI T	ΔRI	E KEY	
ITEM					
I I CIVI			3. N		
				4. REMARKS OR EXCEPTIONS	
		•		I.	Change
	1	2	3	4	Bar
wing ice Protection					
Wing Anti-Ice Valve Seal					
	С	2	1	<ul> <li>(O) One may be inoperative provided that: <ol> <li>The opposite engine bleed air system is operative, and</li> <li>The opposite air conditioning pack is operative, and</li> <li>The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and</li> <li>The associated engine bleed air system is not used on ground except for engine start, and</li> <li>The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and</li> <li>When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.</li> </ol> </li> </ul>	
Wing Anti-Ice Valve Control Redundancy					
	С	2	0	One on each wing may be inoperative.	l
	Airbus A350  ITEM  RAIN PROTECTION  Item  Wing Ice Protection  Wing Anti-Ice Valve Seal  Wing Anti-Ice Valve	Airbus A350  MMI  ITEM  RAIN PROTECTION  Item  Ving Ice Protection  Wing Anti-Ice Valve Seal  Wing Anti-Ice Valve Control Redundancy	Airbus A350  MMEL T.  ITEM  RAIN PROTECTION  Item  Ving Ice Protection  Wing Anti-Ice Valve Seal  Wing Anti-Ice Valve Control Redundancy	Airbus A350  REVISION N DATE: 0:  MMEL TABL  1. REPAIR C 2. NUM 3. N  RAIN PROTECTION  Item 1 2 3  Wing Ice Protection  Wing Anti-Ice Valve Seal  Wing Anti-Ice Valve Control Redundancy	MASTER MINIMUM EQUIPMENT  Airbus A350  REVISION NO. 3 DATE: 02/16/2018  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  RAIN PROTECTION  Item 1 2 3 4  Wing Ice Protection  Wing Anti-Ice Valve Seal  C 2 1 (O) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and 4) The associated engine bleed air system is not used on ground except for engine start, and 5) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 6) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.  Wing Anti-Ice Valve Control Redundancy

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LI	ST
AIRCRAFT:	VIATION ADMINISTRATIO	_	/ISIC	N NC	IO. 3 PAGE NO.	
	Airbus A350	'\_			2/16/2018 30-7	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. N		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION	1			4. NEW THE SIX EXCELLIBRIES	
Sequence No.	Item	1	2	3	4	Change Bar
30-21	Engine Air Intake Ice Protection					
30-21-01	Engine Anti-Ice System					
30-21-01A		C	2	1	(M) One may be inoperative provided that:  1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV of the affected engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.	

AIRCRAFT:	VIATION ADMINISTRATION				O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 30-8	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
30. ICE AND	RAIN PROTECTION			1		12.
Sequence No.	Item	1	2	3	4	Chang Bar
30-21	Engine Air Intake Ice Protection					
30-21-02	Engine Anti-Ice PRSOV Shutoff Function					
30-21-02A	PRSOV deactivated in the open position	С	2	0	<ul> <li>(M)(Om) One or both may be inoperative provided that: <ol> <li>The PRV regulation function is operative, and</li> <li>The affected PRSOV is deactivated in the open position, and</li> <li>The A-ICE ENG 1(2) PRSOV SECURED OPEN message is displayed on the DISPATCH page after the deactivation, and</li> <li>Airplane Flight Manual performance penalties are applied.</li> </ol> </li></ul>	
30-21-02B	PRSOV deactivated in the closed position	С	2	1	<ul> <li>(M) One may be inoperative provided that: <ol> <li>ETOPS is not conducted,</li> <li>The affected PRSOV is deactivated in the closed position, and</li> <li>The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation, and</li> <li>The aircraft is not operated in known or forecast icing conditions.</li> </ol> </li> </ul>	3

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350		O. 3 PAGE NO.					
Alibus A330			DATE: 02/16/2018 30-9					
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
Sequence No.	RAIN PROTECTION Item	1	2	3	4	Chang		
30-21	Engine Air Intake Ice Protection	'	2	3	*	Bar		
30-21-03	Engine Anti-Ice PRSOV Regulation Function							
30-21-03A		С	2	0	One or both may be inoperative.			
30-21-04	Engine Anti-Ice PRV Regulation Function							
30-21-04A	One or both PRVs inoperative and PRSOV regulation operative	С	2	0	One or both may be inoperative provided that the associated PRSOV regulation function is operative.			
30-21-04B	One or both PRVs deactivated open and PRSOV regulation operative	С	2	0	<ul> <li>(M) One or both may be inoperative provided that: <ol> <li>The associated PRSOV regulation function is operative, and</li> <li>The affected PRV is deactivated in the open position, and</li> <li>The A-ICE ENG 1(2) PRV SECURED OPEN message is displayed on the <u>DISPATCH</u> page after the deactivation.</li> </ol> </li></ul>			
30-21-04C	One PRV inoperative and PRSOV deactivated in the closed position	С	2	1	<ul> <li>(M) One may be inoperative provided that: <ol> <li>ETOPS is not conducted, and</li> <li>The aircraft is not operated in known or forecast icing conditions, and</li> <li>The PRSOV on the associated engine anti-ice system is deactivated in the closed position, and</li> <li>The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.</li> </ol> </li></ul>			

MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  30. ICE AND RAIN PROTECTION  30-21 Engine Air Intake Ice Protection  30-21-05 Engine Anti-Ice System Monitoring  30-21-05 Engine Anti-Ice System Pressure Monitoring  30-21-06 Engine Anti-Ice System Pressure Monitoring  30-21-06 Engine Anti-Ice System Command  30-21-07 Engine Anti-Ice System Command	AIRCRAFT:	Airbus A350	RE			IO. 3 2/16/2018	PAGE NO. 30-10
SYSTEM & SEQUENCE NO.  ITEM  I		711100071000	ММ				00 10
Engine Air Intake Ice Protection  30-21 Engine Anti-Ice System Monitoring  C 2 1 (O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.  30-21-06 Engine Anti-Ice System Pressure Monitoring  30-21-07 Engine Anti-Ice System Command  C 2 0 (O) One or both may be inoperative provided that.	EQUENCE	ITEM		REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH
30-21 Engine Air Intake Ice Protection  30-21-05 Engine Anti-Ice System Monitoring  C 2 1 (O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.  30-21-06 Engine Anti-Ice System Pressure Monitoring  C 2 1 One may be inoperative.  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	30. ICE AND	RAIN PROTECTION	,				
Protection  30-21-05 Engine Anti-Ice System Monitoring  C 2 1 (O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.  30-21-06 Engine Anti-Ice System Pressure Monitoring  C 2 1 One may be inoperative.  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	Sequence No.	Item	1	2	3	4	
System Monitoring  C 2 1 (O) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.  30-21-06 Engine Anti-Ice System Pressure Monitoring  C 2 1 One may be inoperative.  C 2 1 One may be inoperative.		Protection					
that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.  30-21-06 Engine Anti-Ice System Pressure Monitoring  30-21-06A  C 2 1 One may be inoperative.  30-21-07A  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	30-21-05						
System Pressure Monitoring  30-21-06A  C 2 1 One may be inoperative.  30-21-07 Engine Anti-Ice System Command  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	30-21-05A		С	2	1	that: 1) ETOP 2) The ai	S is not conducted, and rcraft is not operated in or forecast icing
30-21-07 Engine Anti-Ice System Command  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	30-21-06	System Pressure					
System Command  C 2 0 (O) One or both may be inoperative provided that Airplane Flight Manual	30-21-06A		С	2	1	One may be i	noperative.
provided that Airplane Flight Manual	30-21-07						
	30-21-07A		С	2	0	provided that	Airplane Flight Manual

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 3 PAGE NO.				
	Airbus A350	DATE: 02/16/2018 30-11							
		_			E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	R CATEGORY JMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
30. ICE AND RAIN PROTECTION									
Sequence No.	Item	1	2	3	4	Chang			
30-31	Probe Ice Protection								
30-31-01	ADR Probes Heating Function								
30-31-01A	Automatic ADR probes heating function inoperative	С	3	2	One ADR probe heating function in automatic mode may be inoperative provided that the PROBE & WINDOW HEAT pb-sw is set to ON.				
30-31-01B	Automatic and manual ADR probes heating function inoperative	С	3	2	One ADR probe heating function in automatic and manual modes may be inoperative provided that the associated ADR is considered inoperative.				
					Refer to Item 34-12-01, ADR.				
30-31-02	MFP Heating Function								
30-31-02A	<b>3</b>	С	3	2	One may be inoperative provided that the associated ADR is considered inoperative.				
					Refer to Item 34-12-01, ADR.				
30-31-03	Sideslip Probe Heating Function								
30-31-03A		С	3	2	One may be inoperative provided that the associated ADR is considered inoperative.				
					Refer to Item 34-12-01, ADR.				
30-31-04	Static Probe Heating Function								
30-31-04A		С	6	4	One or two may be inoperative on the same ADR provided that both non-affected ADRs, their associated probes, and their associated heating functions are operative.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	NO. 3 PAGE NO.				
		DATE: 02/16/2018 30-12							
		_			LE KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH						
30. ICE AND RAIN PROTECTION									
Sequence No.	Item	1	2	3	4 Change Bar				
30-31	Probe Ice Protection				Bar				
30-31-05	Heating of the Standby Pitot Probe								
30-31-05A	Aircraft not operated in known or forecast icing conditions	С	1	0	May be inoperative provided that:  1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and  2) ETOPS beyond 120 minutes is not conducted.				
30-31-05B	Standby pitot probe considered inoperative	С	1	0	May be inoperative provided that the standby pitot probe is considered inoperative.  Refer to Item 34-23-01, Standby Pitot Probe.				
30-31-06	Heating of the Standby Static Probe								
30-31-06A		C	2	0	May be inoperative provided that:  1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and  2) ETOPS beyond 120 minutes is not conducted.				

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.					
	Airbus A350		DATE: 02/16/2018 30-13							
SYSTEM &	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED								
NO.			3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
30. ICE AND Sequence No.	RAIN PROTECTION Item	1	2	3	4	Chang				
30-42	Cockpit Windows Anti-Icing Defogging	'	2	3	-	Bar				
30-42-01	Windows Heating Control									
30-42-01A		С	2	1	<ul> <li>(O) One may be inoperative provided that:</li> <li>1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and</li> <li>2) ETOPS beyond 120 minutes is not conducted.</li> </ul>					
30-42-02	Window Heating									
30-42-02A		С	4	0	One or more may be inoperative.					
30-42-03	Front Windshield Heating									
30-42-03A		С	2	1	One may be inoperative provided that:  1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and  2) ETOPS beyond 120 minutes is not conducted.					

MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DIS 4. REMARKS OR EXCEPTIO  30. ICE AND RAIN PROTECTION  Sequence No. Item 1 2 3 4  30-45 Windshield Rain Protection  30-45-01 Windshield Wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative wipers inoperative  30-45-01B One or both windshield wiper in known or forecast precipitat intended departure and arrival NOTE: The intended arrival ard departure areas included aerodromes required to selected by the operations  30-45-02 Rain Repellent	·14
ITEM	
30. ICE AND RAIN PROTECTION  Sequence No. Item 1 2 3 4  30-45 Windshield Rain Protection  30-45-01 Windshield Wiper 30-45-01A One windshield wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative wipers inoperative  30-45-01B One or both windshield wiper wipers inoperative  30-45-01B One or both windshield wiper in known or forecast precipitate intended departure and arrival NOTE: The intended arrival are departure areas include aerodromes required to selected by the operation of the provided	PATCH
30-45-01 Windshield Wiper  30-45-01A One windshield wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative  30-45-01B One or both windshield wiper inoperative  30-45-01B One or both windshield wiper inoperative  30-45-01B One or both windshield wiper inoperative on the monitoring side for three flights  30-45-01B One or both windshield wiper inoperative on the monitoring side for three flights  30-45-01B One or both windshield wiper inoperative  30-45-01B One or both may be inoperative  30-45-01B One or both windshield wiper inoperative  30-45-01	
30-45-01 Windshield Wiper 30-45-01A One windshield wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative  30-45-01B One or both windshield wiper inoperative  30-45-01B One or both wiper in	
Protection  30-45-01 Windshield Wiper  30-45-01A One windshield wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative  30-45-01B One or both windshield wiper inoperative  30-45-01B One or	
30-45-01A One windshield wiper inoperative on the PM side  30-45-01B One or both windshield wipers inoperative  One or both windshield wipers inoperative  C 2 0 (O) One or both may be inoperative provided that the aircraft is not in known or forecast precipitation intended departure and arrival NOTE: The intended arrival arr	
inoperative on the PM side  30-45-01B One or both windshield wipers inoperative  C 2 0 (O) One or both may be inoperative provided that the aircraft is not in known or forecast precipitation intended departure and arrival NOTE: The intended arrival arriv	
wipers inoperative  provided that the aircraft is not in known or forecast precipitati intended departure and arrival  NOTE: The intended arrival ar departure areas include aerodromes required to selected by the operati  30-45-02  Rain Repellent	
departure areas include aerodromes required to selected by the operation of the selected by the selected by the selected by the operation of the selected by the selected by the selected by the operation of the selected by t	operated on within
	e alternate b be
30-45-02A D 2 0 One or both may be inoperative	
	e.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//016	N I N I	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 30-15	
		ммі	EL T	ABL	E KEY		
0)/07514.0		_	REP/				
SYSTEM & SEQUENCE	ITEM		2. N	IUMI	BER INSTALLI	ED	
NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
110.					4. REMARKS	OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
30-71	Waste Water Ice Protection						
30-71-01	Drain Mast Heating System						
30-71-01A		C	2	0	provided that:  1) The as placar not us  2) The as supplies	ssociated lavatories are ded inoperative and are ed, and ssociated lavatory water es and associated galleys' supplies are closed.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 30-16			
		MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS			
	RAIN PROTECTION								
Sequence No.	Item Ice Detection	1	2	3	4	C			
30-81	ice Detection								
30-81-01	Ice Detection System								
30-81-01A		С	1	0	(O) May be in	operative.			
30-81-03	Lighting of External Visual Icing Indicator								
30-81-03A	One indicator inoperative	С	2	1	One may be i	noperative.			
30-81-03B	Both indicators inoperative	С	2	0	(O) Both may	be inoperative.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO				_			
AIRCRAFT:	Airbus A350	RE\		ION NO. 3 TE: 02/16/2018		PAGE NO.		
	Alibus A550	BABAI						
					E KEY CATEGORY			
SYSTEM &		1. 1			BER INSTALL	ΞD		
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH		
140944442004					4. REMARKS	OR EXCEPTIONS		
31. INDICAT	ING/RECORDING SYSTEM	/IS			<del>,                                      </del>			
Sequence No.	Item	1	2	3	4		Change Bar	
31-01	RCDR Overhead Panel							
31-01-01	RCDR GND CTL pb ON Light							
31-01-01A		С	1	0	May be inope	rative.		
31-01-31	RCDR GND CTL pb							
31-01-31A		Α	1	0	0 (O) May be inoperative provided that repairs are made within 3 flight days.			
31-01-32	DFDR EVENT pb							
31-01-32A		С	1	0	May be inope	rative.		

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT LI	ST			
AIRCRAFT:	/IATION ADMINISTRATIO Airbus A350		N REVISION NO. 3 PAGE NO. DATE: 02/16/2018 31-2							
	7 111 0 0 0 7 10 0 0	ММІ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
31. INDICATI	ON EXOLI HONO									
Sequence No.	Item	1	2	3	4	C	Change Bar			
31-02	Overhead Panel and Main Instrument Panel									
31-02-01	AIR & ELEC Overhead Panel (225VM)									
31-02-01A		С	1	0		operative provided that the w is checked operative.	 			
31-02-02	FUEL & HYD Overhead Panel (235VM)						   			
31-02-02A		С	1	0	HYD G(Y) HY	operative provided that the 'D SYS PANEL message ed on the <u>DISPATCH</u>	     			
31-02-03	LOWER CENTER Overhead Panel (215VM)						   			
31-02-03A	Lights inoperative	C	1	0	none of the fo is displayed o - A-ICE - A-ICE - EXT L - A-ICE	operative provided that ollowing dispatch message in the <u>DISPATCH</u> page: ENG 1 NAI COMMAND ENG 2 NAI COMMAND T CTL DEGRADED WING SYS PRESS MAN CTL.				
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
	VIATION ADMINISTRATIO													
AIRCRAFT:	A:=b A250	RE\			NO. 3 PAGE NO.									
	Airbus A350				02/16/2018 31-3									
			MMEL TABLE KEY  1. REPAIR CATEGORY											
SYSTEM &		1. F			IBER INSTALLED									
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH									
NO.			5.02000	4. REMARKS OR EXCEPTIONS										
31. INDICAT	ING/RECORDING SYSTEM	<b>MS</b>												
Sequence No.	Item	1	2	3	4	Change Bar								
31-02	Overhead Panel and Main Instrument Panel													
31-02-03	LOWER CENTER Overhead Panel (215VM) (Cont'd)													
31-02-03B	Lights and commands inoperative on side 1 (CAN 1 Lost)	С	1	0	<ul> <li>(O) May be inoperative provided that: <ol> <li>None of the following dispatch message is displayed on the DISPATCH page:</li> <li>A-ICE ENG 2 NAI COMMAND</li> <li>EXT LT CTL DEGRADED</li> <li>A-ICE WING SYS</li> <li>CAB PRESS MAN CTL</li> </ol> </li> <li>2) The engine 1 anti-ice system command is considered inoperative, and <ol> <li>The APU is considered inoperative.</li> </ol> </li> <li>Refer to Item 30-21-07, Engine Anti-Ice System Command.</li> </ul>									
31-02-03C	Lights and commands inoperative of side 2 (CAN 2 Lost)	С	1	0	<ul> <li>(O) May be inoperative provided that: <ol> <li>None of the following dispatch message is displayed on the DISPATCH page: <ul> <li>A-ICE ENG 1 NAI</li> <li>COMMAND</li> <li>EXT LT CTL DEGRADED</li> <li>A-ICE WING SYS</li> <li>CAB PRESS MAN CTL</li> </ul> </li> <li>2) The engine 2 anti-ice system command is considered inoperative.</li> <li>Refer to Item 30-21-07, Engine Anti-Ice System Command.</li> </ol></li></ul>									

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	Airbus A350	RE\	/ISIC		O. 3 2/16/2018	PAGE NO. 31-4		
	Alibus A550	BABAI				31-4		
					E KEY CATEGORY			
SYSTEM &		1. 1			BER INSTALLE	=D		
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
		4. REMARKS OR EXCEPTIONS						
31. INDICATING/RECORDING SYSTEMS								
Sequence No.	Item	1	2	3	4		Change Bar	
31-02	Overhead Panel and Main Instrument Panel							
31-02-04	LOWER LEFT Overhead Panel (211VM)							
31-02-04A		С	1	0	(O) May be in	operative.	1	
31-02-05	LOWER RIGHT Overhead Panel (212VM)							
31-02-05A		A	1	0		operative for e calendar-days provided pb-sw is checked		
31-02-06	MAINTENANCE Overhead Panel (255VM)							
31-02-06A		С	1	0	(O) May be in	operative.	1	
31-02-07	MID LEFT Overhead Panel (221VM)							
31-02-07A		С	1	0	(O) May be in	operative.	I	
31-02-08	MID RIGHT Overhead Panel (222VM)							
31-02-08A		С	1	0	(O) May be in	operative.	1	
31-02-09	BRAKE Panel (312VM)						1	
31-02-09A		С	1	0	(O) May be in	operative.		

AIRCRAFT:	VIATION ADMINISTRATIO		-		IO. 3	PAGE NO.				
	Airbus A350				2/16/2018	31-5				
		_	MMEL TABLE KEY  1. REPAIR CATEGORY							
SYSTEM &	ITEM	1. 1			BER INSTALL	ED				
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH				
21 INDICAT	ING/RECORDING SYSTEM	MG.			4. REMARKS	OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	C				
31-19	ECAM Control Panel									
31-19-01	ECAM Control Panel 2									
31-19-01A		С	1	0	May be inope	erative.				
31-19-02	System Page Manual									
	Call pb on the ECP									
31-19-02A		С	12	0	(O) One or m	ore may be inoperative.				
31-19-03 ***	VIDEO pb on the ECP									
31-19-03A		D	1	0	(O) May be in	noperative.				
31-19-04 ***	Video dual knob on the ECP									
31-19-04A		D	1	0	May be inope	erative.				
31-19-05	CLEAR pb on the ECP									
31-19-05A		С	2	1	One may be i	inoperative.				
31-19-06	RCL LAST pb on the ECP									
31-19-06A		С	1	0	May be inope	erative.				
31-19-07	STS pb on the ECP									
31-19-07A		Α	1	0	(O) May be in	noperative for three flights.				
31-19-08	MORE pb on the ECP									
31-19-08A		С	1	0	May be inope	erative.				
31-19-09	VALID pb on the ECP									
31-19-09A		С	2	1	the opposite \	inoperative provided that VALID pb and its croll wheel are operative.				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT I	∟IST			
	VIATION ADMINISTRATIO				_					
AIRCRAFT:	Airbus A350	RE\		ON N	O. 3 2/16/2018	PAGE NO. 31-6				
	All Duc Assou					31-0				
		_			E KEY					
SYSTEM &		1. F			CATEGORY	-D				
SEQUENCE	ITEM		2. r		BER INSTALL					
NO.				J. I		UIRED FOR DISPATCH OR EXCEPTIONS				
31. INDICATING/RECORDING SYSTEMS										
Sequence No.	Item	1	2	3	4		Change			
31-19	ECAM Control Panel	-	_				Bar			
01.10										
31-19-10	Scroll Wheel on the ECP									
31-19-10A		С	2	1	One mav be i	noperative provided that				
						scroll wheel and associated				
31-19-11	T.O. CONFIG pb on the ECP									
31-19-11A		С	1	0	(O) May be in	operative.				
			-		(0)					

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
FEDERAL A	VIATION ADMINISTRATIO	N			WAOTE	K WIIN WIND WE GOT WENT LIGH						
AIRCRAFT:		RE\		N NC		PAGE NO.						
	Airbus A350		DAT	E: 02	2/16/2018	31-7						
					E KEY							
SYSTEM &		1. F			ATEGORY BER INSTALLE	- n						
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS										
31. INDICAT	31. INDICATING/RECORDING SYSTEMS											
Sequence No.	Item	1	2	3	4	Change Bar						
31-28	Tail Strike Indication											
31-28-01	Tail Strike Detection											
31-28-01A		С	1	0	(O) May be in	operative.						

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO		"016	<u> </u>	0.0	DAGE NO			
AIRCRAFT:	Airbus A350	KE		ON N	0. 3 2/16/2018	PAGE NO. 31-8			
	711100071000	BABAI				010			
					E KEY CATEGORY				
SYSTEM &		1			BER INSTALL	ΞD			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS							
31. INDICAT	ING/RECORDING SYSTEM	/IS							
Sequence No.	Item	1	2	3	4		Change Bar		
31-30	Recorders								
31-30-01	Recorder System								
31-30-01A		С				R function in excess of d by 14 CFR may be			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMOM EQUIPMENT LIST
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 31-9
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
31. INDICAT	ING/RECORDING SYSTEM	MS		<u></u>	4. REMINING ON EXCELLIBRIO
Sequence No.	Item	1	2	3	4 Change Bar
31-30	Recorders				
31-30-02	Digital Flight Data Recorder (DFDR)				
31-30-02A	DFDR failure occurs after pushback	A	1	0	May be inoperative provided that:  1) Cockpit Voice Recorder (CVR) operates normally, and  2) The aircraft is not dispatched from an airport designated or listed in the operator's MEL unless the DFDR failure occurred after pushback but prior to takeoff, and  3) Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.
31-30-02B	DFDR repairs attempted but not successful	A	1	0	<ol> <li>May be inoperative provided that:         <ol> <li>Cockpit Voice Recorder (CVR) operates normally, and</li> <li>The aircraft is not dispatched from an airport not designated or listed in the operator's MEL unless the DFDR repair was attempted but not successful, and</li> <li>The aircraft is dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> </ol> </li> <li>Repairs are made within eight flights or 3 consecutive calendar-days, whichever occurs first.</li> </ol>
31-30-02C	Required DFDR recording parameters	А	_	_	Up to three recording parameters may be inoperative provided that:  1) The cockpit voice recorder (CVR) operates normally, and 2) Repairs are made within 20 consecutive calendar-days.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		,,			D. 05.116	
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 31-10	
		мм	EL T	ABL	E KEY		
0)/07=1/4					CATEGORY		
SYSTEM &	ITEM		2. N	NUM	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4		Change Bar
31-30	Recorders						
31-30-02	Digital Flight Data Recorder (DFDR) (Cont'd)						
31-30-02D	Non-required DFDR recording parameters	А	_	_	are made pric	rative provided that repairs or to the completion of the aintenance visit.	
31-30-03	Recorder Accelerometer						
31-30-03A		A	1	0	1) Cockp operat 2) Repail	rative provided that: bit Voice Recorder (CVR) is tive, and rs are made within hsecutive calendar-days.	
31-30-04 ***	Virtual Quick Access Recorder (VQAR)						
31-30-04A	Alternate procedures for VQAR use are established and used	С	1	0		operative provided that cedures are established	
31-30-04B	Procedures do not require use of the VQAR	D	1	0		rative provided that not require its use.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 PAGE NO.			
	Airbus A350	DATE: 02/16/2018 31-11						
					E KEY CATEGORY			
SYSTEM &		'. '			BER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
100-000-000-0					4. REMARKS OR EXCEPTIONS			
31. INDICAT	ING/RECORDING SYSTEM		2	3	4	Chang		
31-50	Flight Warning System (FWS)		_			Bar		
31-50-01	FWS 2							
31-50-01A		С	1	0	(O) May be inoperative.			
31-50-02	MASTER CAUT Cancel Function							
31-50-02A		С	2	1	One may be inoperative.			
31-50-03	MASTER WARN Cancel Function							
31-50-03A		С	2	1	One may be inoperative.			
31-50-04	MASTER CAUT light							
31-50-04A		С	2	1	One may be inoperative.			
31-50-05	MASTER WARN light							
31-50-05A		С	2	1	One may be inoperative.			

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 31-12
		ММІ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
31. INDICAT	ING/RECORDING SYSTE	14. REMAINE ON EXCELLINATE			
Sequence No.	Item	1	2	3	4 Change Bar
31-60	Control and Display System				
31-60-01	OUTER DU				
31-60-01A		С	2	0	<ul> <li>(O) One or both may be inoperative provided that: <ol> <li>Both INNER DUs are operative, and</li> <li>Both CENTER DUs are operative, and</li> <li>The affected OUTER DU is set to OFF, and</li> <li>The DISPLAY CYCLE pb is checked operative on the affected side.</li> </ol> </li></ul>
31-60-02	CENTER DU				
31-60-02A 31-60-03	INNER DU	С	2	1	<ul> <li>(O) One may be inoperative provided that: <ol> <li>Both OUTER DUs are operative, and</li> <li>Both INNER DUs are operative, and</li> <li>The affected CENTER DU is set to OFF, and</li> <li>The DISPLAY CYCLE pb is checked operative on both sides.</li> </ol> </li> </ul>
31-60-03A		С	2	1	<ul> <li>(O) One may be inoperative provided that: <ol> <li>Both OUTER DUs are operative, and</li> <li>Both CENTER DUs are operative, and</li> <li>The affected INNER DU is set to OFF, and</li> <li>The DISPLAY CYCLE pb is checked operative on the affected side.</li> </ol> </li> </ul>

U.S. DEPAR	J.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST											
	VIATION ADMINISTRATIO											
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 31-13							
	711100071000	МАМ			LE KEY							
\$24\$0.00% (\$2500.00%)					CATEGORY							
SYSTEM &		١. ١			IBER INSTALLED							
SEQUENCE NO.	ITEM			NUMBER REQUIRED FOR DISPATCH								
NO.				1,000,000	4. REMARKS OR EXCEPTIONS							
31. INDICAT												
Sequence No.	Item	1	2	3	4 Change Bar							
31-60	Control and Display System											
31-60-04	DU Monitoring											
31-60-04A		В	_	_	One may be inoperative provided that all the DUs are operative.							
31-60-05	Mailbox Access											
31-60-05A	One mailbox inoperative	D	2	1	One may be inoperative.							
31-60-05B	Two mailboxes inoperative and procedures do not require the use of the ATC datalink	D	2	0	(O) Both may be inoperative provided that procedures do not require the use of the ATC datalink.							
31-60-05C	Two mailboxes inoperative and alternate procedures are established and used for ATC communication	С	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.							
31-60-06	CENTER LOWER DU Access											
31-60-06A	One CENTER LOWER DU Access inoperative	С	2	1	(O) One may be inoperative.							
31-60-06B	One or both CENTER LOWER DU Access inoperative with full access to the MFD	С	2	0	<ul> <li>(O) One or both may be inoperative provided that: <ol> <li>The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and</li> <li>The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and</li> <li>The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.</li> </ol> </li></ul>							

LEDENAL A	VIATION ADMINISTRATIO	N						
AIRCRAFT:	A: L 4050	RE\			O. 3 PAGE NO.			
	Airbus A350				2/16/2018 31-14			
					E KEY Category			
SYSTEM &		'- '			BER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
558.5-789.7575 F	ING/DECORDING SYSTEM	4. REMARKS OR EXCEPTIONS						
Sequence No.	ING/RECORDING SYSTEM	VIS 1	2	3	4 C	hange		
31-60	Control and Display System					Bar		
31-60-07	DISPLAY CYCLE pb							
31-60-07A	One DISPLAY CYCLE pb inoperative	С	2	1	One may be inoperative.			
31-60-07B	Both DISPLAY CYCLE pbs inoperative	С	2	0	(O) Both may be inoperative provided that the MFD shortcut on one KCCU keyboard is checked operative.			
31-60-08	DISPLAY CYCLE pb AVAIL light							
31-60-08A		С	2	0	One or both may be inoperative.			
31-60-09	CAPT(F/O) OIS ON CENTER pb-sw							
31-60-09A		С	2	0	One or both may be inoperative.			
31-60-10	CAPT(F/O) OIS ON CENTER pb-sw INOP light							
31-60-10A		С	2	0	One or both may be inoperative.			
31-60-11	CAPT(F/O) OIS ON CENTER pb-sw ON light							
31-60-11A		С	2	0	One or both may be inoperative.			
31-60-12	OIS VIEW OFFSIDE pb-sw							
31-60-12A		С	2	0	One or both may be inoperative.			
31-60-13	OIS VIEW OFFSIDE pb INOP light							
31-60-13A		С	2	0	One or both may be inoperative.			

LLO DEDAD		TIO						
U.S. DEPAR	TMENT OF TRANSPORTA	A I IOI	N		MACTE	R MINIMUM EQUIPMENT	LICT	
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VI/ATTOM / ADMINITED TO ATTO		VISIO	ON N	O. 3	PAGE NO.		
	Airbus A350				02/16/2018 31-15			
		ммі	FI T	ΔΒΙ	E KEY			
22102222222222		_			CATEGORY			
SYSTEM &	ITEN 4				BER INSTALLI	ED		
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH		
110.					4. REMARKS	OR EXCEPTIONS		
31. INDICAT	ING/RECORDING SYSTEM							
Sequence No.	Item	1	2	3	4		Change Bar	
31-60	Control and Display System							
31-60-14	OIS VIEW OFFSIDE pb ON light							
31-60-14A		С	2	0	One or both n	nay be inoperative.		
31-60-15	CDS Backup RAW Data							
31-60-15A		С	1	0	May be inope	rative.		
31-60-16	CDS Backup Procedures							
31-60-16A		С	1	0	May be inope	rative.		

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 31-16		
		ммі	FI T	ΔRI	E KEY			
X-2-X-10074-5-2-20110-51					CATEGORY			
SYSTEM &	10.00	2. NUMBER INSTALLED						
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
NO.				(Table 8)		OR EXCEPTIONS		
31. INDICAT	ING/RECORDING SYSTEM	MS						
Sequence No.	Item	1	2	3	4		Change Bar	
31-62	Keyboard and Cursor Control Unit							
31-62-01	KCCU Cursor Control Device							
31-62-01A		С	2	0	provided that: 1) The af contro 2) The as	r both may be inoperative fected KCCU cursor I device is set to OFF, and sociated KCCU keyboard cked operative.		
31-62-02	KCCU Keyboard							
31-62-02A		C	2	0	provided that: 1) The af set to 2) The as	fected KCCU keyboard is OFF, and ssociated KCCU cursor I device is checked		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMEN	Γ LIST		
	VIATION ADMINISTRATIO				_				
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 31-17			
	711100071000	ММ	MMEL TABLE KEY						
					CATEGORY				
SYSTEM & SEQUENCE	ITEM				BER INSTALLE	ΞD			
NO.	I I EIVI			3. N		UIRED FOR DISPATCH			
31. INDICATING/RECORDING SYSTEMS									
Sequence No.	ING/RECORDING 5151E	VIO 1	2	3	4		Change		
31-66	Concentrator and	•		J	7		Bar		
31-00	Multiplexer for Video (CMV)								
31-66-01	CMV								
31-66-01A	One CMV inoperative	С	2	1	that the OIS C	be inoperative provided DN CENTER pb-sw is he affected side.			
31-66-01B	One or both CMVs inoperative and associated OIS display considered inoperative	С	2	0	provided that	th may be inoperative the OIS display is operative on the affected			
					Refer to Item	46-25-01, OIS Display.			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	A: A250	KE,			O. 3	PAGE NO.		
	Airbus A350		DAI	E: 02	2/16/2018	31-18		
		_			E KEY			
SYSTEM &		1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. N		BER INSTALL			
NO.				3. N		UIRED FOR DISPATCH		
					4. REMARKS	OR EXCEPTIONS		
	ING/RECORDING SYSTEM						Change	
Sequence No.	Item	1	2	3	4		Bar	
31-68	Head-Up Display (HUD)							
31-68-01 ***	HUD							
31-68-01A		D	2	0	(M)(O) One o	r both may be inoperative.		
					NOTE: Applie	ation of the maintenance		
						dure to remove the affected		
						up Combiner Unit (HCU) is		
						ecessary when the HCU		
					canno	t be stowed.		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTED MINIMUM EQUIDMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Airbus A350				NO. 3 02/16/2018 PAGE NO. 32-1
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
32. LANDING	G GEAR	<u> </u>			
Sequence No.	Item	1	2	3	4 Change Bar
32-07	Indications on the WHEEL SD page				
32-07-01	Brake Temperature Monitoring on the <u>WHEEL</u> SD page				
32-07-01A	(A350-900 Series)	C	8	4	(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that:  1) The brakes associated with the operative brake temperature indications are operative, and  2) The ground brake cooling time is applied, and  3) The MLG Bay fire detection is fully operative.  NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the BRAKES HOT alert when affected brake temperature sensor is erroneous.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATI		\/  <b>\</b>	)NI N	IO. 3 PAGE NO.		
AINCINAL I.	Airbus A350	IXL			2/16/2018 32-2		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		EPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
32. LANDING	GEAR				14. KEMAKKO OK EXCEL HONG		
Sequence No.	Item	1	2	3	4	Chang	
32-07	Indications on the WHEEL SD page						
32-07-01	Brake Temperature Monitoring (Cont'd)					l	
32-07-01B	(A350-1000 Series)	C	12	8	<ul> <li>(M)(O) A maximum of two brake temperature indications per landing gear may be inoperative provided that: <ol> <li>The brakes associated with the operative brake temperature indications are operative, and</li> <li>The ground brake cooling time is applied, and</li> <li>The MLG Bay fire detection is fully operative.</li> </ol> </li> <li>NOTE: Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the BRAKES HOT alert when affected brake temperature sensor is erroneous.</li> </ul>		
32-07-02	Tire Pressure Monitoring on the <u>WHEEL</u> SD page						
32-07-02A		D	_	0	<ul> <li>(M) One or more tire pressure indications may be inoperative provided that the pressure of the affected tire is checked every calendar-day.</li> <li>NOTE: Application of the maintenance procedure to deactivate the affected tire pressure sensor is only necessary when the affected tire pressure sensor is erroneous.</li> </ul>	l	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUITMENT LIST				
AIRCRAFT:	Airbus A350	RE'			NO. 3 PAGE NO. 32-3				
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
32. LANDING	G GFAR				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Chang Bar				
32-09	Dispatch Messages				Dali				
32-09-01	BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message								
32-09-01A		С	_	_	<ul> <li>(O) One may be displayed on the DISPATCH page provided that:</li> <li>1) Both brakes control systems are operative, and</li> <li>2) The CAPT brake pedals are checked operative when the CAPT side is affected.</li> </ul>				
32-09-02	BRAKES REMOTE BRK CTL INPUT Message								
32-09-02A		С	_	_	May be displayed on the <u>DISPATCH</u> page.				
32-09-03	BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message								
32-09-03A		С	_	_	A maximum of three may be displayed on the <u>DISPATCH</u> page provided that both brakes control systems are operative.				
32-09-04	L/G MAIN L/G RAPID EXTENSION Message								
32-09-04A		С	_	_	(M) May displayed provided that the main landing gear retraction actuator is visually inspected.				

AIRCRAFT: Airbus A350					NO. 3 PAGE NO.
	AIrbus A350				2/16/2018 32-4
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATO			
					4. REMARKS OR EXCEPTIONS
32. LANDING		Ι.	1 .	Ι.	Cha
Sequence No.	ltem	1	2	3	4 Cha
32-09 32-09-05	L/G MAIN(NOSE) L/G HYD MECH Message (A350-900 Series)				I
32-09-05A		В	_	_	<ul> <li>(M) One or both may be displayed provided that: <ol> <li>Landing gear doors are closed, and</li> <li>A cover is installed on the L/G lever, and</li> <li>A locking pin is installed on the affected landing gear, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li></ul>
32-09-06	L/G GRVTY EXTN A(B) Message (A350-900 Series)				
32-09-06A		В			<ul> <li>(M) One may be displayed provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li></ul>

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:	Airbus A350				O. 3 PAGE NO. 32-5					
	Allbus Aooo	BABAI								
					E KEY CATEGORY					
SYSTEM & SEQUENCE	ITEM		2. N		BER INSTALLED					
NO.	TT LIVI	3. NUMBER REQUIRED FOR DISPATCH								
32. LANDING	G GEAR			<u></u>	4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Change Bar				
32-09	Dispatch Messages									
32-09-07	L/G SAFETY INTERLOCK Message (A350-900 Series)					I				
32-09-07A		В			<ul> <li>(M) May be displayed provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li> </ul>					
32-09-08	L/G ADIRS SPEED DISAGREE Message (A350-900 Series)					1				
32-09-08A		В		_	<ul> <li>(M) May be displayed provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li> </ul>					

AIRCRAFT:	VIATION ADMINISTRATIO	RE'	VISIO	N NC	IO. 3 PAGE NO.			
	Airbus A350		DAT	E: 0	2/16/2018 32-6			
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. 6	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
32. LANDING			1	1		Chang		
Sequence No.	Item	1	2	3	4	Bar		
32-31	Extension and Retraction							
32-31-01	<b>Landing Gear Control</b>							
32-31-01A		С	2	1	<ul> <li>(M) One may be inoperative provided that:</li> <li>1) The associated landing gear gravity extension channel is checked operative before each flight, and</li> <li>2) CPIOM H61, H62, H63, and H64 are checked to be in the same software configuration.</li> </ul>			
32-31-02	Landing Gear Pressure Transducer							
32-31-02A		С	2	0	(M) One or both may be inoperative provided that the associated isolation valve is checked operative.			
32-31-03	Main Landing Gear Retraction System							
32-31-03A	One retraction system inoperative	С	2	1	(M) One may be inoperative provided that the affected main landing gear retraction system is deactivated.			
32-31-03B	Both retraction systems inoperative (A350-900 Series)	В	2	0	<ul> <li>(M) Both may be inoperative provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li></ul>	l		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-7	
		_			E KEY	
SYSTEM & SEQUENCE	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH				
NO.					4. REMARKS OR EXCEPTIONS	
32. LANDING	GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-31	Extension and Retraction					
32-31-04	Nose Landing Gear Retraction System					
32-31-04A	One retraction system inoperative	С	2	1	(M) One may be inoperative provided that the affected nose landing gear retraction system is deactivated.	
32-31-04B	Both retraction systems inoperative (A350-900 Series)	В	2	0	<ul> <li>(M) Both may be inoperative provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li></ul>	
32-31-05	Landing Gear Independent Downlock Source					
32-31-05A		С	1	0	May be inoperative.	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 3	PAGE NO.				
	Airbus A350		DAT	E: 0	2/16/2018	32-8				
		_	MMEL TABLE KEY							
SYSTEM &		1. F			CATEGORY BER INSTALL	ED				
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH								
4. REMARKS OR EXCEPTIONS										
32. LANDING		T .	_		T.		Chang			
Sequence No.	Item	1	2	3	4		Bar			
32-31	Extension and Retraction									
32-31-06	Main Landing Gear Downlock Spring (A350-900 Series)						I			
32-31-06A		В	4	0	provided that:  1) A cover lever,  2) A lock affecte  3) The air flight vin accorded assocrated assocrated assocrated assocrated assocrated affected assocrated associated assoc	er is installed on the L/G				
32-31-07	Landing Gear Uplock (A350-900 Series)						I			
32-31-07A		В	3	2	that:  1) A cover lever,  2) The air flight with according according according according flight.	er is installed on the L/G and ircraft is prepared for a with the landing gear down ordance with the iated maintenance dure before each flight, and ircraft is operated in dance with the Airplane Manual supplement for the with landing gear down.				

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U.S. DEFAR	TWENT OF TRANSPORTA	(TIOI	V		MASTE	R MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	Airbus A350	RE\		N NC	O. 3 2/16/2018	PAGE NO. 32-9		
	Alibus A330					32-9		
					E KEY			
SYSTEM &		1. REPAIR CATEGORY  2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
NO.				1,000,000	4. REMARKS	OR EXCEPTIONS		
32. LANDING	GEAR							
Sequence No.	Item	1	2	3	4		Change Bar	
32-31	Extension and Retraction							
32-31-08	Landing Gear Bogie Monitoring (A350-1000 Series)						   	
32-31-08A		A	2	1	10 consecutiv	noperative for re calendar-days provided altimeters are operative.		

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350		VISIC		O. 3 PAGE NO. 32-10	
	Alibus A550	BABA			E KEY	
SYSTEM & SEQUENCE NO. 32. LANDING	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
32-32	Emergency Extension					- Dui
32-32-01	Landing Gear Gravity Extension Redundancy					
32-32-01A	One gravity extension redundancy inoperative	С	2	1	<ul> <li>(M) One may be inoperative provided that:</li> <li>1) Both landing gear control systems are operative, and</li> <li>2) The non-affected landing gear gravity extension channel is checked operative.</li> </ul>	
32-32-01B	Both gravity extension redundancies inoperative (A350-900 Series)	В	2	0	<ul> <li>(M) Both may be inoperative provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				O. 3 PAGE NO. 2/16/2018 32-11
	Allbus A550				
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
32. LANDING	G GEAR		<u> </u>	<u> </u>	,
Sequence No.	Item	1	2	3	4 Cr
32-32	Emergency Extension				
32-32-02	Landing Gear Gravity Extension Degraded				
32-32-02A	One gravity extension degraded	A	2	1	<ul> <li>(M) One may be degraded for 10 consecutive calendar-days provided that:</li> <li>1) Both landing gear control systems are operative, and</li> <li>2) The non-affected landing gear gravity extension channel is checked operative.</li> </ul>
32-32-02B	Both gravity extensions degraded (A350-900 Series)	В	2	0	<ul> <li>(M) Both may be inoperative provided that: <ol> <li>A cover is installed on the L/G lever, and</li> <li>Locking pins are installed on the landing gears, and</li> <li>The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and</li> <li>The aircraft is operated in accordance with the Airplane Flight Manual supplement for the flight with landing gear down.</li> </ol> </li></ul>
32-32-03	Landing Gear Gravity Extension Module Installation				
32-32-03A		С	2	0	(M) One or both may be inoperative provided that the associated gravity extension channel is checked operative.
32-32-04	Landing Gear APP Level Monitoring				
32-32-04A		С	2	0	(M) One or both may be inoperative provided that the APP fluid level is visually checked in the associated reservoir before each flight.

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	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1010	N M	O. 3	PAGE NO.	
	Airbus A350	KE			0. 3 2/16/2018	32-12	
		ММІ	EL T	ABL	E KEY		
OVOTEM 0		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	1UM	BER INSTALL	ED	
NO.	I I ⊏IVI			3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING	GEAR						
Sequence No.	Item	1	2	3	4		Change Bar
32-32	Emergency Extension						
32-32-05	Landing Gear Gravity Extension Test						
32-32-05A	Extension Test	C	2	0	provided that test circuit of t	oth may be inoperative the SSPC dedicated to the the associated landing xtension channel is ed.	

U.S. DEPAR	TMENT OF TRANSPORTA	AHOI	N		MASTE	R MINIMUM EQUIPMENT I	ICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R WIINIWOW EQUIPMENT	LIST
AIRCRAFT:			/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	32-13	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F	REPA	AIR C	CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALL		
NO.	TT EIVI			3. N		UIRED FOR DISPATCH	
32. LANDING	CCEAD			<u></u>	4. REMARKS	OR EXCEPTIONS	
		1	2	3			Change
Sequence No.	Item	1	2	3	4		Bar
32-33	Ground Door Opening System						
32-33-01	Ground Door Opening System						
32-33-01A	(A350-900 Series)	С	3	0	provided that:  1) The as doors locked 2) The as	ssociated landing gear are checked closed and before each flight, and ssociated ground door ng system is deactivated.	I
32-33-01B	(A350-1000 Series)	C	3	0	provided that:  1) The as doors locked 2) The as openir in FLIC 3) The as	ssociated landing gear are checked closed and labefore each flight, and ssociated ground dooring system is checked to be GHT mode, and ssociated ground dooring system is deactivated.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018 32-14	
		_			E KEY	
SYSTEM &	ITEM	1. 1			CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM			3. N	IUMBER REQUIRED FOR DISPATCH	
100000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS	
32. LANDIN		1	1			Chan
Sequence No.	Item	1	2	3	4	Bai
32-41	Wheels					
32-41-01	Nose Wheel Tie Bolt					1
32-41-01A		A	24	22	<ul> <li>(M) One may be broken or missing on each wheel for five flights provided that:</li> <li>1) The affected wheel tie bolt is removed, and</li> <li>2) The associated wheel is checked for absence of damage.</li> </ul>	       
32-41-02	Main Wheel Tie Bolt					
32-41-02A	Goodrich MLG wheels (A350-900 Series with MP L41056/ MOD 100080)	A	160	152	<ul> <li>(M) One may be broken or missing on each wheel for five flights provided that:</li> <li>1) The affected wheel tie bolt is removed, and</li> <li>2) The associated wheel is checked for absence of damage.</li> </ul>	       
32-41-02B	SLS MLG wheels (A350-900 Series with MP L42808/ MOD 109632)	A	144	136	<ul> <li>(M) One may be broken or missing on each wheel for five flights provided that:</li> <li>1) The affected tie bolt is fitted on a wheel P/N C20674700, and</li> <li>2) The affected wheel tie bolt is removed, and</li> <li>3) The associated wheel and brake are checked for absence of damage.</li> </ul>	
32-41-02C	Goodrich and SLS MLG wheels (A350-1000 Series)	A	_		<ul> <li>(M) One may be broken or missing on each wheel for five flights provided that:</li> <li>1) The affected wheel tie bolt is removed, and</li> <li>2) The associated wheel is checked for absence of damage.</li> </ul>	

SYSTEM & SEQUENCE NO.  32. LANDING G Sequence No. Ite 32-42 N 32-42-01 N E 32-42-01 C (A	ITEM  GEAR  em  Normal Braking  Normal Wheel  Brake 01  Brake 01 in released configuration  (A350-900 Series with MP L43207/		EL T	ABL AIR (	2/16/2018 32-15  E KEY  CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change Bar
SEQUENCE NO.  32. LANDING (1)  Sequence No. Ite  32-42 N  32-42-01 N  E  32-42-01A E  (A)	GEAR  em  Normal Braking  Normal Wheel  Brake 01  Brake 01 in released configuration  (A350-900 Series with	1. F	2 2	AIR C NUM 3. N	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change
SEQUENCE NO.  32. LANDING (1)  Sequence No. Ite  32-42 N  32-42-01 N  E  32-42-01A E  (A)	GEAR  em  Normal Braking  Normal Wheel  Brake 01  Brake 01 in released configuration  (A350-900 Series with	1	2. 1	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change
32-42 N 32-42-01 N 32-42-01A E	Normal Braking Normal Wheel Brake 01 Brake 01 in released configuration (A350-900 Series with			3	4	
32-42-01 NE	Normal Braking Normal Wheel Brake 01 Brake 01 in released configuration (A350-900 Series with			3	4	
32-42-01 NE 32-42-01A E	Normal Wheel Brake 01 Brake 01 in released configuration (A350-900 Series with	С	1			
32-42-01A E c (A	Brake 01  Brake 01 in released configuration  A350-900 Series with	С	1			
c (, N	configuration A350-900 Series with	С	1			
	MOD 110847)			0	(O) The wheel brake 01 may be inoperative in normal braking mode provided that:  1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and  2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and  3) Flight performance penalties ar applied.	e
b d (, N	Brake 01 in residual praking configuration or damaged (A350-900 Series with MP L43207/MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and</li> <li>Wheel brake 01 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and</li> <li>Flight performance penalties ar applied.</li> </ol> </li> </ul>	e

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			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	NO. 3 PAGE NO.
	Airbus A350				02/16/2018 32-16
		MM	EL T	ABL	LE KEY
SYSTEM & SEQUENCE	ITEM	1. F	$\overline{}$		CATEGORY MBER INSTALLED
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH
	20512	<u> </u>			4. REMARKS OR EXCEPTIONS
32. LANDING		1	2	3	4 Change
Sequence No.	Normal Braking	1	2	3	4 Bar
	_				
32-42-01	Normal Wheel Brake 01 (Cont'd)				1
32-42-01C	Brake 01 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 01 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>
32-42-01D	Brake 01 in residual braking configuration or damaged (A350-900 Series without MP L43207/MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 01 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 01 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>
					(Continued)

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			IO. 3 2/16/2018	PAGE NO. 32-17	
		ммі	FL T	ΔBI	E KEY		
0)/07=1/4		_			CATEGORY		
SYSTEM &	ITEM		2. N	NUM	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING	GEAR	T					Tai
Sequence No.	Item	1	2	3	4		Change Bar
32-42	Normal Braking						
32-42-01	Normal Wheel Brake 01 (Cont'd)						I
32-42-01E	Brake 01 in released configuration (A350-1000 Series)	С	1	0	inoperative in provided that:  1) Wheel 08, 09 norma 2) Failure detect BRK 0 on the	brakes 02, 03, 04, 05, 06, and 10 are operative in braking mode, and of wheel brake 01 is ed via the BRAKES of RELEASED message DISPATCH page, and performance penalties are	
32-42-01F	Brake 01 in residual braking configuration or damaged (A350-1000 Series)	С	1	0	inoperative in provided that:  1) Wheel 08, 09 norma 2) Wheel and 3) The astransd failure detect RESIE BRK 0 DISPA	brakes 02, 03, 04, 05, 06, and 10 are operative in all braking mode, and brake 01 is deactivated, essociated pressure fucer is deactivated if the of wheel brake 01 is ed via the BRAKES DUAL BRAKING ON 11 message on the ATCH page, and performance penalties are	

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			N		MASTER MINIMUM EQUIPMENT LI	ST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		// כור	7NI N	NO. 3 PAGE NO.	
AINONAI I.	Airbus A350	IXL	_	_	02/16/2018 32-18	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE	ITEM	1. F	$\overline{}$	NUM	CATEGORY MBER INSTALLED	
NO.				ა. ו	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR				4. NEIWARKE ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02					
32-42-02A	Brake 02 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 02 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and</li> <li>Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-02B	Brake 02 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	<ul> <li>(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and</li> <li>Wheel brake 02 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	Ţ
					(Continued)	1

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	Airbus A350	RE'			IO. 3 PAGE NO. 2/16/2018 32-19	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02 (Cont'd)					I
32-42-02C	Brake 02 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 02 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	l
32-42-02D	Brake 02 in residual braking configuration or damaged (A350-900 Series without MP L43207/MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 02 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
					(Continued)	1

AIRCRAFT:	VIATION ADMINISTRATIC				O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-20	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-02	Normal Wheel Brake 02 (Cont'd)					I
32-42-02E	Brake 02 in released configuration (A350-1000 Series)	С	1	0	(O) The wheel brake 02 may be inoperative in normal braking mode provided that:  1) Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and 2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	       
32-42-02F	Brake 02 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	<ul> <li>(M)(O) The wheel brake 02 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in normal braking mode, and</li> <li>Wheel brake 02 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

II S DEDAD	TMENT OF TRANSPORTA	\TIOI	NI			
			N		MASTER MINIMUM EQUIPMENT LI	ST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/101/	7NI N	NO. 3 PAGE NO.	
AINONAI I.	Airbus A350	IXL.			02/16/2018 32-21	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
10 SARVEO (1793)	20545				4. REMARKS OR EXCEPTIONS	
32. LANDING		1	2	3	4	Change
Sequence No.	Normal Braking	1		3	4	Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03					
32-42-03A	Brake 03 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and</li> <li>Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-03B	Brake 03 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and</li> <li>Wheel brake 03 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	1

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A IAC	NO. 3 PAGE NO.
	Airbus A350	111			02/16/2018 32-22
		MM	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
32. LANDING	CEAD				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chang
32-42	Normal Braking	,	_		Bar
32-42-03	Normal Wheel Brake 03 (Cont'd)				I
32-42-03C	Brake 03 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>
32-42-03D	Brake 03 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 03 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-23	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-03	Normal Wheel Brake 03 (Cont'd)					1
32-42-03E	Brake 03 in released configuration (A350-1000 Series)	С	1	0	<ul> <li>(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and</li> <li>Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message or the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	     
32-42-03F	Brake 03 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	<ul> <li>(M)(O) The wheel brake 03 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 03 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 3	PAGE NO.	
	Airbus A350				2/16/2018	32-24	
SYSTEM & SEQUENCE NO.	ITEM G GEAR		REP/	AIR (		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
32-42	Normal Braking						Dai
32-42-04	Normal Wheel Brake 04						
32-42-04A	Brake 04 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	inoperative in provided that  1) Whee and 0 brakin  2) Failure detect BRK 0 on the	I brakes 01, 02, 03, 07, 8 are operative in normal og mode, and e of wheel brake 04 is ted via the BRAKES 04 RELEASED message e <u>DISPATCH</u> page, and performance penalties are	I
32-42-04B	Brake 04 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	inoperative in provided that  1) Whee and 0 brakin  2) Whee and  3) The a transofailure detect RESID BRK (DISPA	I brakes 01, 02, 03, 07, 8 are operative in normal ag mode, and I brake 04 is deactivated, ssociated pressure ducer is deactivated if the e of wheel brake 04 is ted via the BRAKES DUAL BRAKING ON 04 message on the ATCH page, and performance penalties are	

US DEPAR	TMENT OF TRANSPORTA	IOITA	N			
			•		MASTER MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A IAC	NO. 3 PAGE NO.	
	Airbus A350	111			02/16/2018 32-25	
		MM	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
32. LANDING	GEAR					
Sequence No.	Item	1	2	3	4	hange Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04 (Cont'd)					1
32-42-04C	Brake 04 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 04 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-04D	Brake 04 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 04 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	1

AIRCRAFT:	VIATION ADMINISTRATIC  Airbus A350				IO. 3 PAGE NO. 32-26	
	Allbus A330					
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING		1 .	1 _	1 _	Ι.	Change
Sequence No.	No weed Droleins	1	2	3	4	Bar
32-42	Normal Braking					
32-42-04	Normal Wheel Brake 04 (Cont'd)					I
32-42-04E	Brake 04 in released configuration (A350-1000 Series)	С	1	0	(O) The wheel brake 04 may be inoperative in normal braking mode provided that:  1) Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-04F	Brake 04 in residual braking configuration or damaged (A350-1000 Series)	С	1	0	<ul> <li>(M)(O) The wheel brake 04 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 04 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

II C DEDAD	TMENT OF TRANSPORTA	\	NI			
			N		MASTER MINIMUM EQUIPMENT L	IST
FEDERAL A	VIATION ADMINISTRATIO		/101/	7117	NO. 3 PAGE NO.	
AINONAI I.	Airbus A350	IXL			02/16/2018 32-27	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
10 SARCO (100 )					4. REMARKS OR EXCEPTIONS	
32. LANDING		1	ı	ı		Change
Sequence No.	Item	1	2	3	4	Bar
32-42	Normal Braking					
32-42-05	Normal Wheel Brake 05					
32-42-05A	Brake 05 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 05 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and</li> <li>Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-05B	Brake 05 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and</li> <li>Wheel brake 05 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	

SYSTEM & SEQUENCE NO.  ITEM  SYSTEM & SEQUENCE NO.  ITEM  IT	AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350	_			IO. 3 PAGE NO. 32-28	
SYSTEM & SEQUENCE NO.  ITEM  I		All Du3 A000	BABA				
32-42-05 Normal Wheel Brake 05 (Cont'd)  32-42-05 Rormal Wheel Brake 05 (Cont'd)  32-42-05 Brake 05 in released configuration (A350-900 Series without MP L43207/ MOD 110847)  32-42-05 Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  32-42-05 Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  32-42-05 Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  32-42-05 Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  32-42-05 Brake 05 in residual brake 05 is deactivated, and  32-42-05 Brake 05 in residual brake 05 is deactivated, and  33-42-42-05 Brake 05 in residual brake 05 is deactivated, and  34-42-05 Brake 05 in residual brake 05 is deactivated, and  35-42-05 Brake 05 in residual brake 05 is deactivated, and  36-42-05 Brake 05 in residual brake 05 is deactivated, and  37-42-05 Brake 05 in residual brake 05 is deactivated if the failure of wheel brake 05 is	SEQUENCE NO.		_	REP	AIR ( NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
32-42-05  Normal Wheel Brake 05 (Cont'd)  32-42-05C  Brake 05 in released configuration (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual brake 05 in residual brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual brake 05 i			1	2	3	4	Chang
32-42-05  Normal Wheel Brake 05 (Cont'd)  32-42-05C  Brake 05 in released configuration (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  C 1 0 (M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that:  1) The other wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.  C 1 0 (M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brake 05 may be inoperative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is				_			Bar
configuration (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Brake 05 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  C 1 0 (M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that:  1) The other wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.  C 1 0 (M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) The other wheel brake 05 may be inoperative in normal braking mode provided that: 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is		Normal Wheel Brake 05					I
braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)  Inoperative in normal braking mode provided that:  1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is	32-42-05C	configuration (A350-900 Series without MP L43207/	С	1	0	inoperative in normal braking mode provided that:  1) The other wheel brakes are operative in normal braking mode, and  2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and  3) Flight performance penalties are	I
detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are applied.	32-42-05D	braking configuration or damaged (A350-900 Series without MP L43207/	С	1	0	inoperative in normal braking mode provided that:  1) The other wheel brakes are operative in normal braking mode, and 2) Wheel brake 05 is deactivated, and 3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and 4) Flight performance penalties are	

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-29	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	GGEAR		1	1		10
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-05	Normal Wheel Brake 05 (Cont'd)					1
32-42-05E	Brake 05 in released configuration (A350-1000 Series)	С	1	0	<ul> <li>(O) The wheel brake 05 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	       
32-42-05F	Brake 05 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	<ul> <li>(M)(O) The wheel brake 05 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 06, 07, 09, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 05 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 3	PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018	32-30	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
32. LANDING	GEAR				1		
Sequence No.	Item	1	2	3	4		Change Bar
32-42	Normal Braking						
32-42-06	Normal Wheel Brake 06						
32-42-06A	Brake 06 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	inoperative in provided that:  1) Whee and 0 brakin  2) Failure detect BRK 0 on the	Il brakes 01, 02, 05, 07, 8 are operative in normal ng mode, and e of wheel brake 06 is ted via the BRAKES 06 RELEASED message of DISPATCH page, and performance penalties are	I
32-42-06B	Brake 06 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	inoperative in provided that:  1) Whee and 0 brakin  2) Whee and  3) The attransor failure detect RESID BRK 0 DISPA	Il brakes 01, 02, 05, 07, 8 are operative in normal ag mode, and Il brake 06 is deactivated, ssociated pressure ducer is deactivated if the e of wheel brake 06 is ted via the BRAKES DUAL BRAKING ON 06 message on the ATCH page, and performance penalties are	

US DEPAR	TMENT OF TRANSPORTA	ATIOIT	N			
			•		MASTER MINIMUM EQUIPMENT LI	IST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	NO. 3 PAGE NO.	
	Airbus A350				02/16/2018 32-31	
		MM	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE	ITEM	1. F	$\overline{}$	NUM	CATEGORY  MBER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
32. LANDING	G GFAR				4. KEWAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					Dai
32-42-06	Normal Wheel Brake 06 (Cont'd)					I
32-42-06C	Brake 06 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 06 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-06D	Brake 06 in residual braking configuration or damaged (A350-900 Series without MP L43207/MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 06 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	1

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-32	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR		1	1		Lou
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-06	Normal Wheel Brake 06 (Cont'd)					1
32-42-06E	Brake 06 in released configuration (A350-1000 Series)	С	1	0	<ul> <li>(O) The wheel brake 06 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and</li> <li>Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	       
32-42-06F	Brake 06 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	<ul> <li>(M)(O) The wheel brake 06 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 03, 04, 05, 08, 09, and 10 are operative in normal braking mode, and</li> <li>Wheel brake 06 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

II S DEDAD	TMENT OF TRANSPORTA	\TIOI	NI			
			N		MASTER MINIMUM EQUIPMENT I	LIST
FEDERAL A	VIATION ADMINISTRATIO		/101/	7111	NO. 3 PAGE NO.	
AINONAI I.	Airbus A350	IXL			02/16/2018 32-33	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
22 I ANDIN	CEAD				4. REMARKS OR EXCEPTIONS	
32. LANDING	Item	1	2	3	4	Change
32-42	Normal Braking	'		3	*	Bar
3 <u>2</u> -4 <u>2</u>	Normal Braking					
32-42-07	Normal Wheel Brake 07					
32-42-07A	Brake 07 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and</li> <li>Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	1
32-42-07B	Brake 07 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and</li> <li>Wheel brake 07 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
			•		MASTER MINIMUM EQUIPMENT LI	ST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	NO. 3 PAGE NO.	
	Airbus A350			_	02/16/2018 32-34	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				5,403/07/0	4. REMARKS OR EXCEPTIONS	
32. LANDING	GEAR					
Sequence No.	Item	1	2	3	4	hange Bar
32-42	Normal Braking					
32-42-07	Normal Wheel Brake 07 (Cont'd)					I
32-42-07C	Brake 07 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-07D	Brake 07 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 07 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
					(Continued)	1

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-35	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	GGEAR		1	1		101
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-07	Normal Wheel Brake 07 (Cont'd)					1
32-42-07E	Brake 07 in released configuration (A350-1000 Series)	С	1	0	<ul> <li>(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	       
32-42-07F	Brake 07 in residual braking configuration or damaged (A350-1000 Series)	С	1	0	<ul> <li>(M)(O) The wheel brake 07 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 08, 09, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 07 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

IIS DEDAR	TMENT OF TRANSPORTA	ATIOI	NI			
			N		MASTER MINIMUM EQUIPMENT L	.IST
FEDERAL A	VIATION ADMINISTRATIO		/101/	7111	NO. 3 PAGE NO.	
AINONAI I.	Airbus A350	IXL		_	02/16/2018 32-36	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE	ITEM	1. F	$\overline{}$	NUM	CATEGORY MBER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR				,	
Sequence No.	Item	1	2	3	4	Change Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08					
32-42-08A	Brake 08 in released configuration (A350-900 Series with MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 08 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and</li> <li>Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-08B	Brake 08 in residual braking configuration or damaged (A350-900 Series with MP L43207/ MOD 110847)	C	1	0	<ul> <li>(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and</li> <li>Wheel brake 08 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
			•		MASTER MINIMUM EQUIPMENT LIS	T
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	NO. 3 PAGE NO.	
	Airbus A350				02/16/2018 32-37	
		MM	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				10,000,000	4. REMARKS OR EXCEPTIONS	
32. LANDING	GEAR					
Sequence No.	Item	1	2	3		ange Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08 (Cont'd)					
32-42-08C	Brake 08 in released configuration (A350-900 Series without MP L43207/ MOD 110847)	С	1	0	<ul> <li>(O) The wheel brake 08 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
32-42-08D	Brake 08 in residual braking configuration or damaged (A350-900 Series without MP L43207/ MOD 110847)	C	1	0	<ul> <li>(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: <ol> <li>The other wheel brakes are operative in normal braking mode, and</li> <li>Wheel brake 08 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	I
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-38	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-42	Normal Braking					
32-42-08	Normal Wheel Brake 08 (Cont'd)					I
32-42-08E	Brake 08 in released configuration (A350-1000 Series)	С	1	0	(O) The wheel brake 08 may be inoperative in normal braking mode provided that:  1) Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and 2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and 3) Flight performance penalties are applied.	
32-42-08F	Brake 08 in residual braking configuration or damaged (A350-1000 Series)	C	1	0	<ul> <li>(M)(O) The wheel brake 08 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 03, 04, 06, 07, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 08 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	IO. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-39	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING		T .			I.	Chang
Sequence No.	Name at Bustines	1	2	3	4	Bar
32-42	Normal Braking					
32-42-09	Normal Wheel Brake 09 (A350-1000 Series)					
32-42-09A	Brake 09 in released configuration	С	1	0	<ul> <li>(O) The wheel brake 09 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Failure of wheel brake 09 is detected via the BRAKES BRK 09 RELEASED message on the <u>DISPATCH</u> page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li> </ul>	       
32-42-09B	Brake 09 in residual braking configuration or damaged	C	1	0	<ul> <li>(M)(O) The wheel brake 09 may be inoperative in normal braking mode provided that: <ol> <li>Wheel brakes 01, 02, 05, 06, 07, 10, 11, and 12 are operative in normal braking mode, and</li> <li>Wheel brake 09 is deactivated, and</li> <li>The associated pressure transducer is deactivated if the failure of wheel brake 09 is detected via the BRAKES RESIDUAL BRAKING ON BRK 09 message on the DISPATCH page, and</li> <li>Flight performance penalties are applied.</li> </ol> </li></ul>	

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			IO. 3 2/16/2018	PAGE NO. 32-40	
		ммі	FL T	ΔΒΙ	E KEY		
0)/0751/4					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	NUM	BER INSTALLI	ED	
NO.	I I ⊏IVI			3. 1		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING		1	1	1	<u> </u>		Change
Sequence No.	Item	1	2	3	4		Bar
32-42	Normal Braking						
32-42-10	Normal Wheel Brake 10 (A350-1000 Series)						   
32-42-10A	Brake 10 in released configuration	С	1	0	inoperative in provided that:  1) Wheel 09, 11 norma 2) Failure detect BRK 1 on the	brakes 01, 02, 05, 06, 07, and 12 are operative in all braking mode, and of wheel brake 10 is ed via the BRAKES  0 RELEASED message  DISPATCH page, and performance penalties are	
32-42-10B	Brake 10 in residual braking configuration or damaged	С	1	0	inoperative in provided that:  1) Wheel   09, 11   norma 2) Wheel   and   3) The as   transd   failure   detect   RESIE   BRK 1   DISPA	brakes 01, 02, 05, 06, 07, and 12 are operative in all braking mode, and brake 10 is deactivated, esociated pressure fucer is deactivated if the of wheel brake 10 is ed via the BRAKES DUAL BRAKING ON 0 message on the ATCH page, and performance penalties are	

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			IO. 3 2/16/2018	PAGE NO. 32-41	
		ммі	EL T	ABL	E KEY		
0)/07=1/4					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	NUM	BER INSTALLI	ED	
NO.	I I ⊏IVI			3. 1		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING			1	1	1		Change
Sequence No.	Item	1	2	3	4		Bar
32-42	Normal Braking						
32-42-11	Normal Wheel Brake 11 (A350-1000 Series)						   
32-42-11A	Brake 11 in released configuration	С	1	0	inoperative in provided that:  1) Wheel 09, 10 norma 2) Failure detect BRK 1 on the	brakes 03, 04, 05, 07, 08, and 12 are operative in all braking mode, and of wheel brake 11 is ed via the BRAKES  1 RELEASED message DISPATCH page, and performance penalties are	
32-42-11B	Brake 11 in residual braking configuration or damaged	С	1	0	inoperative in provided that:  1) Wheel   09, 10   norma 2) Wheel   and   3) The as   transd   failure   detect   RESIE   BRK 1   DISPA	brakes 03, 04, 05, 07, 08, and 12 are operative in all braking mode, and brake 11 is deactivated, esociated pressure fucer is deactivated if the of wheel brake 11 is ed via the BRAKES DUAL BRAKING ON 1 message on the ATCH page, and performance penalties are	

	TMENT OF TRANSPORTA	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			IO. 3 2/16/2018	PAGE NO. 32-42	
		ммі	EL T	ABL	E KEY		
OVOTENA O					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLI	ED	
NO.	I I CIVI			3. 1		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING		1 .	I _	I _	Ι.		Change
Sequence No.	Item	1	2	3	4		Bar
32-42	Normal Braking						
32-42-12	Normal Wheel Brake 12 (A350-1000 Series)						   
32-42-12A	Brake 12 in released configuration	С	1	0	inoperative in provided that:  1) Wheel 09, 10 norma 2) Failure detect BRK 1 on the	brakes 03, 04, 05, 07, 08, and 11 are operative in braking mode, and of wheel brake 12 is ed via the BRAKES 2 RELEASED message DISPATCH page, and performance penalties are	
32-42-12B	Brake 12 in residual braking configuration or damaged	С	1	0	inoperative in provided that:  1) Wheel   09, 10   norma 2) Wheel   and   3) The as   transd   failure   detect   RESIE   BRK 1   DISPA	brakes 03, 04, 05, 07, 08, and 11 are operative in all braking mode, and brake 12 is deactivated, essociated pressure fucer is deactivated if the of wheel brake 12 is ed via the BRAKES DUAL BRAKING ON 2 message on the ATCH page, and performance penalties are	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 32-43
	Allbus A550					32-43
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH
0.00 0.000 0.000 0.000	0.0540				4. REMARKS	S OR EXCEPTIONS
32. LANDING Sequence No.	Item	1	2	3	4	Ch
32-42	Normal Braking	'		3	7	E
32-42-13	Remote Brakes Control Unit Channel A					
32-42-13A		С	2	1	One may be i	inoperative.
32-42-14	Remote Brakes Control Unit Channel B					
32-42-14A		С	2	1	that: 1) Both to operate 2) Both For operate 3) CAPT	be inoperative provided  orakes control systems are tive, and RBCU channel A are tive, and and F/O brake pedal mitter units are operative.
32-42-15	Green(Yellow) Brake Pressure Limiting System				Deleted, Revi	ision 2.
32-42-16	Normal Brake Servo Valve Redundancy					
32-42-16A		С	1	0	May be inope	erative.
32-42-17	Green(Yellow) Normal Brake Selector Valve Redundancy					
32-42-17A		С	2	0	One or both r	may be inoperative.

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	) N I N	IO. 3 PAGE NO.				
AIRCRAFI.	Airbus A350	KE			2/16/2018   FAGE NO. 32-44				
		ММ	EL T	ABL	E KEY				
SYSTEM &	ITEM	1. F		MUN	CATEGORY BER INSTALLED				
NO.	TT LIVI		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
32. LANDING	G GEAR	1	1	1		Lau			
Sequence No.	Item	1	2	3	4	Chang Bar			
32-42	Normal Braking								
32-42-18	Wheel Brake Pressure Transducer								
32-42-18A	(A350-900 Series)	С	8	6	(O) One may be inoperative on each wheel group (green or yellow).				
32-42-18B	(A350-1000 Series)	С	12	8	(O) A maximum of two may be inoperative on each wheel group (green or yellow).	   			
32-42-19	Green Normal Brake Selector Valve Pressure Transducer					I			
32-42-19A	(A350-900 Series)	С	2	1	One may be inoperative.	1			
32-42-19B	Green rear wheels NBSELV PT inoperative (A350-1000 Series)	С	2	1	One may be inoperative.	   			
32-42-19C	Green center wheels NBSELV PT inoperative (A350-1000 Series)	С	2	1	(O) One may be inoperative provided that wheel brakes 05 and 07 pressure transducers are operative.	   			
32-42-20	Yellow Normal Brake Selector Valve Pressure Transducer					1			
32-42-20A	(A350-900 Series)	С	2	1	One may be inoperative.	1			
32-42-20B	Yellow front wheels NBSELV PT inoperative (A350-1000 Series)	С	2	1	One may be inoperative.	   			
32-42-20C	Yellow center wheels NBSELV PT inoperative (A350-1000 Series)	С	2	1	(O) One may be inoperative provided that wheel brake pressure transducers 06 and 08 are operative.				
32-42-21	Brakes Control System								
32-42-21A		С	2	1	One may be inoperative.				

AIRCRAFT:	VIATION ADMINISTRATI		/ISIC	N NC	IO. 3 PAGE NO.					
	Airbus A350				2/16/2018 32-45					
			MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH					
	20515				4. REMARKS OR EXCEPTIONS					
32. LANDING Sequence No.	Item	1	2	3	4	Chang				
32-42	Normal Braking		_			Bar				
32-42-22	A/BRK pb									
32-42-22A		С	1	0	(O) May be inoperative.					
32-42-23	A/BRK pb light		·		(-,) 22					
32-42-23A	. 5	С	1	0	(O) May be inoperative.					
32-42-24	BRAKE RWY COND selector									
32-42-24A		С	1	0	(O) May be inoperative.					
32-42-25	вту									
32-42-25A		С	1	0	(O) May be inoperative.					
32-42-26	ROW/ROP									
32-42-26A		С	1	0	(O) May be inoperative.					
32-42-27	Auto Brake									
32-42-27A		С	1	0	(O) May be inoperative provided that none of the following messages are displayed on the <u>DISPATCH</u> page:  - BRAKES G ACCU REINFLATI or  - BRAKES Y ACCU REINFLATE	į				

AIRCRAFT:	VIATION ADMINISTRAT		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350				2/16/2018 32-46	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
32. LANDING	2 GEAD				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
32-43	Alternate Braking	-	_			Bar
32-43-01	Alternate Wheel Brake 01					
32-43-01A	(A350-1000 Series)	С	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.	
32-43-01B	(A350-900 Series)	С	1	0	(O) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, and 06 are operative in alternate braking mode.	I
32-43-02	Alternate Wheel Brake 02					
32-43-02A	(A350-1000 Series)	С	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, 06, 08, 09, and 10 are operative in alternate braking mode.	     
32-43-02B	(A350-900 Series)	С	1	0	(O) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, and 06 are operative in alternate braking mode.	I

AIRCRAFT:	VIATION ADMINISTRAT		VISIO	ON N	O. 3 PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018 32-47	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-43	Alternate Braking					
32-43-03	Alternate Wheel Brake 03					
32-43-03A	(A350-1000 Series)	С	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 06, 07, 08, 11, and 12 are operative in alternate braking mode.	
32-43-03B	(A350-900 Series)	С	1	0	(O) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 07, and 08 are operative in alternate braking mode.	I
32-43-04	Alternate Wheel Brake 04					
32-43-04A	(A350-1000 Series)	С	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 06, 07, 08, 11, and 12 are operative in alternate braking mode.	     
32-43-04B	(A350-900 Series)	С	1	0	(O) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 07, and 08 are operative in alternate braking mode.	l

AIRCRAFT:	VIATION ADMINISTRAT		/ISIC	ON N	O. 3 PAGE N	O.	
	Airbus A350		DAT	E: 0	2/16/2018	32-48	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED IUMBER REQUIRED FO 4. REMARKS OR EXC		
32. LANDIN	G GEAR						
Sequence No.	Item	1	2	3	4		Chang Bar
32-43	Alternate Braking						
32-43-05	Alternate Wheel Brake 05						
32-43-05A	(A350-1000 Series)	С	1	0	(O) The wheel brake 05 inoperative in alternate provided that wheel bra 07, 09, 10, 11, and 12 a alternate braking mode	braking mode kes 01, 02, 06, are operative in	
32-43-05B	(A350-900 Series)	С	1	0	(O) The wheel brake 05 inoperative in alternate provided that wheel bra 07, and 08 are operative braking mode.	braking mode kes 01, 02, 06,	l
32-43-06	Alternate Wheel Brake 06						
32-43-06A	(A350-1000 Series)	С	1	0	(O) The wheel brake 06 inoperative in alternate provided that wheel bra 04, 05, 08, 09, and 10 a alternate braking mode	braking mode kes 01, 02, 03, are operative in	
32-43-06B	(A350-900 Series)	С	1	0	(O) The wheel brake 06 inoperative in alternate provided that wheel bra 07, and 08 are operative braking mode.	braking mode kes 01, 02, 05,	l

AIRCRAFT:	VIATION ADMINISTRAT  Airbus A350				IO. 3 2/16/2018	PAGE NO. 32-49				
	7111000 71000	ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS				
32. LANDING	G GEAR				1					
Sequence No.	Item	1	2	3	4		Chang Bar			
32-43	Alternate Braking									
32-43-07	Alternate Wheel Brake 07									
32-43-07A	(A350-1000 Series)	С	1	0	inoperative in provided that	el brake 07 may be alternate braking mode wheel brakes 03, 04, 05, , and 12 are operative in king mode.				
32-43-07B	(A350-900 Series)	С	1	0	inoperative in provided that	el brake 07 may be alternate braking mode wheel brakes 03, 04, 05, e operative in alternate	I			
32-43-08	Alternate Wheel Brake 08									
32-43-08A	(A350-1000 Series)	С	1	0	inoperative in provided that	el brake 08 may be alternate braking mode wheel brakes 01, 02, 03, , and 12 are operative in king mode.	     			
32-43-08B	(A350-900 Series)	С	1	0	inoperative in provided that	el brake 08 may be alternate braking mode wheel brakes 03, 04, 05, e operative in alternate	l			
32-43-09	Alternate Wheel Brake 09 (A350-1000 Series)						   			
32-43-09A		С	1	0	inoperative in provided that	el brake 09 may be alternate braking mode wheel brakes 01, 02, 05, , and 12 are operative in king mode.				

AIRCRAFT:	VIATION ADMINISTRAT  Airbus A350			_	IO. 3 PAGE NO. 32-50	
	Allbus A330	D.A.D.A.				
					LE KEY Category	
SYSTEM &		''	_		BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				2,000,000	4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
32-43	Alternate Braking					
32-43-10	Alternate Wheel Brake 10 (A350-1000 Series)					   
32-43-10A		С	1	0	(O) The wheel brake 10 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 06, 07, 09, 11, and 12 are operative in alternate braking mode.	
32-43-11	Alternate Wheel Brake 11 (A350-1000 Series)					   
32-43-11A		С	1	0	(O) The wheel brake 11 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 12 are operative in alternate braking mode.	     
32-43-12	Alternate Wheel Brake 12 (A350-1000 Series)					   
32-43-12A		С	1	0	(O) The wheel brake 12 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 07, 08, 09, 10, and 11 are operative in alternate braking mode.	
32-43-13	ACCU GREEN(YELLOW) Pressure Indicator					
32-43-13A		С	2	0	(O) One or both may be inoperative.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT I	ICT
FEDERAL A	VIATION ADMINISTRATIC	N			IVIAOTE	IN IVIIINIIVIOIVI EQUIPIVIENT L	-101
AIRCRAFT:	Airbus A350	RE'			IO. 3 2/16/2018	PAGE NO. 32-51	
	711100371000	БЛВЛІ			E KEY	02 01	
SYSTEM &	ITEN 4	_	REP/	AIR (	CATEGORY BER INSTALLE	ED	
SEQUENCE NO.	ITEM			3. 1		JIRED FOR DISPATCH OR EXCEPTIONS	
32. LANDING	G GEAR				4. INLINIATIO	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
32-43	Alternate Braking						
32-43-14	ACCU REINFLATE pb						
32-43-14A		С	1	0	accumulators interactive BIT	operative provided that the are refilled through E if the accumulator ations are not in the green	
32-43-15	Green(Yellow) Alternate Brake Selector Valve Pressure Transducer						
32-43-15A		С	2	0	One or both m	nay be inoperative.	
32-43-16	Alternate Brake Servo Valve Redundancy						
32-43-16A		С	1	0		operative provided that rakes control unit e operative.	
32-43-17	Alternate Brake Selector Valve Redundancy						
32-43-17A		С	1	0		operative provided that rakes control unit e operative.	
32-43-18	Green(Yellow) Accumulator Reinflate Valve Redundancy						
32-43-18A		С	2	0	One or both m	nay be inoperative.	

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	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O 3	PAGE NO.	
	Airbus A350	IXL.			2/16/2018	32-52	
		ммі	EI T	ΔRI	E KEY		
					ATEGORY		
SYSTEM &	ITEM				BER INSTALL	ΞD	
SEQUENCE NO.	ITEM			3. N	IUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
32. LANDING	GEAR						
Sequence No.	Item	1	2	3	4		Change Bar
32-45	Parking Braking						
32-45-01	Green(Yellow) Parking Brake Selector Valve						
32-45-01A		С	2	1	(O) One may that:	be inoperative provided	
					1) All bra	kes associated with the	
						fected hydraulic system erative, and	
						e chocks removal the brake	
					accum	ulator associated with the	
						fected hydraulic system is	
						I (green zone) through the ated electrical motor	
					pump.		

IIS DEPAR	TMENT OF TRANSPORT	ΔΤΙΩΙ	NI.				
0.0. DEI AIX	TWENT OF TRANSFORT	A1101	•		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION						
AIRCRAFT:	Airbus A350	RE'	VISIC DAT		O. 3 2/16/2018	PAGE NO. 32-53	
	, <b></b>	BABA			E KEY	02.00	
		_			CATEGORY		
SYSTEM &		'- '			BER INSTALLI	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
32. LANDING	GEAR	•					
Sequence No.	Item	1	2	3	4		Change Bar
32-48	Brake Cooling						
32-48-01 ***	Brake Fan						
32-48-01A	Brake fan system not used	D	_	0		ore may be inoperative the brake fan system is not	
32-48-01B	Brake fan system available on the non-affected brakes	D	_	0	(M) One or m provided that deactivated.	ore may be inoperative the affected brake fan is	
32-48-02 ***	BRAKE FAN pb HOT light						
32-48-02A		D	1	0	May be inope	rative.	
32-48-03 ***	BRAKE FAN pb ON light						
32-48-03A		D	1	0	May be inope	rative.	

AIRCRAFT:	VIATION ADMINISTRATION  Airbus A350				IO. 3 2/16/2018	PAGE NO. 32-54	
	711100071000	BABAI			E KEY	02 04	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
32. LANDIN				ı	1		Chan
Sequence No.	Item	1	2	3	4		Ва
32-50	Steering						
<b>32-50-01</b> 32-50-01A	Steering Tiller (Handwheel)	C	2	1	(M)(O) One m	nay be inoperative provided	
	NIMO Discompostion		2	•	that the affect	ted steering tiller is deactivated.	
32-50-02	NWS Disconnection Function						
32-50-02A	Towing mode not available when the NWS DISCONNECT switch is in the towing position	С	1	0	1) The e	noperative provided that: ngine master levers are set F for towing, and MPs are set to OFF for g.	
32-50-02B	NWS DISCONNECT panel deactivated	С	1	0	1) The N is dea 2) The e to OF	re inoperative provided that: IWS DISCONNECT panel activated, and angine master levers are set of for towing, and of the master to OFF for the master to O	
32-50-03	Steering Pedal Disconnection pb						
32-50-03A		С	2	0	(O) One or bo	oth may be inoperative.	

		TIO					
	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	IT LIST
	VIATION ADMINISTRATIO		// () ()	N I A Z	0.0	DACENO	
AIRCRAFT:	Airbus A350	KE		ON N E: 02	0. 3 2/16/2018	PAGE NO. 32-55	
		ммі	EL T	ABL	E KEY		
12100-2112-2112-2112-11					CATEGORY		
SYSTEM &					BER INSTALL	ΞD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				50000000		OR EXCEPTIONS	
32. LANDING	GEAR						
Sequence No.	Item	1	2	3	4		Change Bar
32-51	Nose Wheel Steering Control System						
32-51-01	Steering Control						
	_	_					
32-51-01A		С	2	1	One may be i	noperative.	

			_				
	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATIO		//016	N I N I	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 32-56	
		ммі	EL T	ABL	E KEY		
		_			CATEGORY		
SYSTEM &	1754				BER INSTALL	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				5,000,000	4. REMARKS	OR EXCEPTIONS	
32. LANDING	GEAR						
Sequence No.	Item	1	2	3	4		Change Bar
32-61	Indicating and Warning						
32-61-01	DOWN Red Arrow light on the L/G lever						
32-61-01A		С	1	0	May be inope	rative.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3	PAGE NO.	
	Airbus A350		DAT	E: 0	2/16/2018	32-57	
SYSTEM &	ITEM		REP/	AIR C	<b>E KEY</b> CATEGORY BER INSTALL		
NO.				3. 1		OUIRED FOR DISPATCH OR EXCEPTIONS	
32. LANDING Sequence No.	Item	1	2	3	4		Chan
32-81	Landing Gear Management System	•	2	3	4		Bai
32-81-01	Landing Gear Monitoring System						
32-81-01A	One landing gear monitoring system inoperative	С	2	1	One may be	inoperative.	
32-81-01B	Both landing gear monitoring systems inoperative	С	2	0	1) The b indica page 2) The a indica inope	inoperative provided that: brake temperature ations on the WHEEL SD are operative, and affected tire pressure ations are considered rative.  32-07-02, Tire Pressure at the WHEEL SD page.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		NAACTE		ÇТ
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER	R MINIMUM EQUIPMENT LIS	<b>5</b> 1
AIRCRAFT:	Airbus A350				IO. 3 2/16/2018	PAGE NO. 33-1	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUN		JIRED FOR DISPATCH	
		<u> </u>			4. REMARKS	OR EXCEPTIONS	
33. LIGHTS Sequence No.	Item	1	2	3	4	CI	hange
33-01	INT LT Overhead Panel	'		3	7		Bar
33-01-01	TEST Function of the ANN LT sw						
33-01-01A		С	1	0	May be inopera	ative.	
33-01-02	DIM Function of the ANN LT sw						
33-01-02A		С	1	0	May be inoperable BRT function of operative.	ative provided that the of the ANN LT sw is	
33-01-03	BRT Function of the ANN LT sw						
33-01-03A		С	1	0	May be inoperated	ative for night operations.	

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				NO. 3 PAGE NO. 33-2				
	711154571666	ММ			LE KEY				
SYSTEM &	ITEM		REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.			4. REMARKS OR EXCEPTIO						
33. LIGHTS		<u> </u>							
Sequence No.	Item	1	2	3	4				
33-02	SIGNS Overhead Panel								
33-02-01	AUTO Function of SEAT BELTS sw								
33-02-01A		С	1	0	(O) May be inoperative provided that alternate procedures are established and used.				
33-02-02 ***	AUTO Function of NO SMOKING/ NO SMKG/NO PED sw								
33-02-02A		С	_	0	(O) May be inoperative provided that alternate procedures are established and used.				
33-02-03 ***	EMER EXIT LT sw OFF light								
33-02-03A		С	1	0	May be inoperative.				
33-02-04	AUTO Function of NO MOBILE sw								
33-02-04A		С	1	0	May be inoperative.				

AIRCRAFT:	VIATION ADMINISTRATIC  Airbus A350			DN N		33-3	
	Alibus A550	BABA				33-3	
SYSTEM & SEQUENCE ITEM NO.			REP/	TABLE KEY PAIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
33. LIGHTS					4. NEWANNO ON EXCELLE	0110	
Sequence No.	Item	1	2	3	4	Chan Ba	
33-10	Cockpit						
33-10-01	Cockpit Lighting (Ambient Lighting, Instrument and Panel Lighting, Pilot Utilities Lighting, Instrument and Panel Integrated Lighting)						
33-10-01A		С	_	_	May be inoperative provided lighting is sufficient to clearly all instruments and controls.  NOTE: The pilot utilities light the following:  - The CAPT(F/O) r - The CAPT(F/O) r light,  - The CAPT(F/O) s light, and - The CAPT(F/O) c instrument panel	r illuminate ing includes eading light, nap holder sliding table outer main	
33-10-02	Utilities Lighting (Except Pilot Utilities Lighting)						
33-10-02A		D	_	0	One or more may be inoperated NOTE: The utilities lighting in a compant reading occupant reading and the third (fourth) occupant console and the coat stowage are the eye reference.	ncludes: cockpit light, cockpit light, e lights, and	

AIRCRAFT:	VIATION ADMINISTRATIO			ON N		PAGE NO.
	Airbus A350				2/16/2018	33-4
		_			E KEY CATEGORY	
SYSTEM &		1. [			BER INSTALLE	=D
SEQUENCE NO.	ITEM		,			UIRED FOR DISPATCH
100000000000000000000000000000000000000				200000	4. REMARKS	OR EXCEPTIONS
33. LIGHTS	T		1			le:
Sequence No.	Item	1	2	3	4	CI
33-21	Cabin, CRC General Illumination					
33-21-01	Cabin Lighting					
33-21-01A	Aircraft with photoluminescent Floor Path Marking System	С	_	_	inoperative pro 1) The lig flight a duties, 2) The lig charge	hting is sufficient for the attendants to perform their
33-21-01B	Aircraft with LED-based Floor Path Marking System	С	_	_	provided that	ights may be inoperative the lighting is sufficient for ndants to perform their
33-21-02	Lavatory Lighting					
33-21-02A	Affected lavatory used	D	_	_		ights may be inoperative remaining lighting is
33-21-02B	Affected lavatory not used	С	_	0	provided that	ights may be inoperative the affected lavatory is and is placarded
					to proh	provisos are not intended nibit lavatory use or tions by crewmembers.
33-21-03 ***	Cabin Crew Rest Compartment Lighting					
33-21-03A	CCRC used	D	_	_	provided that	ights may be inoperative the lighting is sufficient for v to access their bunk.
33-21-03B	CCRC not used	D	_	0	provided that	may be inoperative the CCRC is locked closed led inoperative.

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350			_	IO. 3 2/16/2018	PAGE NO.		
	711100371000	BABA!				00 0		
YSTEM & EQUENCE NO.	ITEM	_	MEL TABLE KEY  REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
3. LIGHTS					4. REMARKS	OR EXCEPTIONS		
equence No.	Item	1	2	3	4			
3-21	Cabin, CRC General Illumination	_			7			
3-21-04 **	Flightcrew Rest Compartment Lighting							
33-21-04A	FCRC used	С	_	_	provided that	lights may be inoperative the lighting is sufficient for to access their bunk or		
33-21-04B	FCRC not used	D		0	provided that: 1) The F is place	may be inoperative  CRC is locked closed and carded inoperative, and dures do not require its		

FEDERAL A	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT L			
AIRCRAFT:	Airbus A350	RE'	VISIO		O. 3 PAGE NO. 2/16/2018 33-6			
	Allbus Assu	BABA						
SYSTEM & SEQUENCE	ITEM	_	REP/	AIR CATEGORY NUMBER INSTALLED				
NO.				3. N	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
33. LIGHTS		<u>'</u>	'	'				
Sequence No.	Item	1	2	3	4	Chang Bar		
33-26	Lighted Signs							
33-26-01	Cabin Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt, Return to Seat)							
33-26-01A	Affected seat used	С	_	_	<ul> <li>(O) One or more may be inoperative provided that: <ol> <li>Passenger address system operates normally, and</li> <li>Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.</li> </ol> </li></ul>			
33-26-01B	Affected seat not used	С	_	_	One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded inoperative and are not used.			
33-26-02	Lavatory Sign (Return to Seat)							
33-26-02A	Lavatory used	С	_	_	<ul> <li>(O) One or more may be inoperative provided that: <ol> <li>Passenger address system operates normally, and</li> <li>Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.</li> </ol> </li></ul>			
33-26-02B	Lavatory not used	С	_	_	One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.			

AIRCRAFT:	/IATION ADMINISTRATIO Airbus A350				NO. 3 PAGE NO. 33-7			
	Alibus Assu							
SYSTEM &	ITEM		REP/	TABLE KEY AIR CATEGORY NUMBER INSTALLED				
NO.	TTEW			3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
33. LIGHTS								
Sequence No.	Item	1	2	3	4 C			
33-26	Lighted Signs							
33-26-03 ***	Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belt)							
33-26-03A	Alternate procedures used	С	_	0	(O) One or more may be inoperative provided that alternate procedures are established and used.			
33-26-03B	Bed belts fastened	D	_	0	One or more may be inoperative provided that:  1) The bed belt is fastened when the bed is occupied, and 2) Smoking in the CCRC is prohibited, and 3) PED/mobile phones are permanently switched off in the CCRC.			
33-26-03C	CCRC not used	D		0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.			

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350		REVISION NO. 3 PAGE NO. DATE: 02/16/2018 33-8							
	Alibus Assu	BABAI				35-0				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	ABLE KEY IR CATEGORY UMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
33. LIGHTS		1				ON EXCENTIONS				
Sequence No.	Item	1	2	3	4					
33-26	Lighted Signs					<u> </u>				
33-26-04	Flightcrew Rest Compartment Sign (No Smoking, No Portable/Electronic Device, No Mobile, Fasten Seat Belts)									
33-26-04A	Alternate procedures used	С	_	0		ore may be inoperative alternate procedures are nd used.				
33-26-04B	Seat/Bed belts fastened	D	_	0	provided that:  1) The set fasten occuping 2) Smoking prohib  3) PED/n	eat belt or bed belt is ed when the bed or seat is ied, and ing in the FCRC is ited, and nobile phone are inently switched off in the				
33-26-04C	FCRC not used	D	_	0	provided that: 1) The Foundary	may be inoperative  CRC is locked closed  ded inoperative, and  dures do not require its				
33-26-05	Return to Cabin Sign in the CCRC				Deleted, Revi	sion 3.				

	T. 45.45.05.55.4.4.05.05.5						
	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1010	N NC	O 3	PAGE NO.	
	Airbus A350	KE			0. 3 2/16/2018	33-9	
		ммі	EL T	ABL	E KEY		
CVCTEM					ATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N	IMU	BER INSTALLI	ED	
NO.	I I ⊏IVI			3. N	IUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
33-30	Cargo and Service Compartments						
33-30-01	Cargo and Service Compartment Lighting						
33-30-01A	Compartment Lighting	D			provided that	ts may be inoperative sufficient lighting remains rsonnel to perform their	

AIRCRAFT:	Airbus A350	RE\			O. 3 PAGE NO. 2/16/2018 33-10	
	Allbus Assu	BABAI				
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Chai Ba
33-40	Exterior Lighting					
33-40-01	Beacon Light					
33-40-01A		С	2	0	(O) One or more may be inoperative provided that the strobe lights are operative.	
33-40-02	Landing Light Bulb					
33-40-02A	A maximum of three bulbs inoperative	С	6	3	A maximum of three bulbs may be inoperative.	
33-40-02B	Four or more bulbs inoperative	С	6	0	Four or more bulbs may be inoperative provided that night operations are not conducted.	
33-40-03	Logo Light					
33-40-03A		D	2	0	One or both may be inoperative.	
33-40-04	NAV Light 1					
33-40-04A	NAV lights 2 checked operative	С	3	0	(O) One or more NAV lights 1 may be inoperative provided that NAV lights 2 are checked operative.	
33-40-04B	Operations from sunset to sunrise are not conducted	С	3	0	One or more NAV lights 1 may be inoperative provided that operations from sunset to sunrise are not conducted.	
33-40-05	NAV Light 2					
33-40-05A		С	3	0	One or more NAV lights 2 may be inoperative.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			ICT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT I	-101
AIRCRAFT:	Airbus A350				IO. 3 PAGE NO. 2/16/2018 33-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
33. LIGHTS	14				Ta	Change
Sequence No.	Item	1	2	3	4	Bar
33-40	Exterior Lighting					
33-40-06	Taxi and Runway Turn Off Light Function					
33-40-06A		С	1	0	May be inoperative.	
					NOTE: The taxi and runway turn off light function is considered inoperative when:  - The taxi light is failed, or - One or both runway turn off lights are failed.	
33-40-07	Strobe Light					
33-40-07A		С	3	0	One or more may be inoperative.	
					NOTE 1: The LH (RH) wingtip strobe light is considered inoperative when both light units are inoperative, no MEL entry is required if only one light unit is inoperative.	
					NOTE 2: The rearward strobe light is considered inoperative when one light unit is inoperative.	I
33-40-08 ***	Taxi Aid Camera Light					
33-40-08A		D	4	0	One or more may be inoperative.	
33-40-09	Takeoff Light Function					
33-40-09A		С	1	0	May be inoperative.	
					NOTE: The takeoff light function is considered inoperative when five or six bulbs are failed, no MEL entry is required if at least two bulbs are operative.	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				IO. 3 2/16/2018	PAGE NO. 33-12				
	Alibus Assu	2424				33-12				
					E KEY CATEGORY					
SYSTEM &		''	2. NUMBER INSTALLED							
EQUENCE NO.	ITEM					UIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS							
33. LIGHTS		1			1					
equence No.	Item	1	2	3	4					
33-40	Exterior Lighting									
33-40-10	Wing and Engine Scan Light									
30-40-10A		С	2	0		nay be inoperative ground deicing procedures their use.				
33-40-11	Exterior Light Control Degraded									
33-40-11A		В	1	0	1) The lo landin and 2) The st	e degraded provided that: wer beacon light and the g lights are deactivated, crobe lights are operative, operations are not cted.				

AIRCRAFT: Airbus A350				NO. 3 PAGE NO. 33-13					
	BABAI								
		REPAIR CATEGORY							
ITEM		2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH							
				4. REMARKS OR EXCEPTIONS					
Item	1	2	3	4					
Emergency Lighting	-	_							
Ceiling Emergency LED Light									
	С	_	_	One or more non-adjacent LEDs may be inoperative.					
Cabin Door Emergency Spotlight									
One spotlight inoperative on each cabin door	С	16	8	One may be inoperative on each cabin door.					
Two spotlights inoperative on one cabin door	A	16	7	One or more may be inoperative provided that:  1) Cabin door that has both spotlights inoperative is considered inoperative, and 2) Repairs are made within 1 flight day.  Refer to Item 52-10-01, Cabin Door/Slide/Raft.					
Middle Section of the Cross-Aisle Emergency Spotlight									
	С	8	4	One may be inoperative in the middle section of each cross-aisle.					
	Item  Emergency Lighting  Ceiling Emergency LED Light  Cabin Door Emergency Spotlight  One spotlight inoperative on each cabin door  Two spotlights inoperative on one cabin door  Middle Section of the Cross-Aisle	Item 1  Emergency Lighting Ceiling Emergency LED Light  Cabin Door Emergency Spotlight  One spotlight inoperative on each cabin door Two spotlights inoperative on one cabin door  Two spotlights inoperative on one cabin door  Middle Section of the Cross-Aisle Emergency Spotlight	Item 1 2  Emergency Lighting Ceiling Emergency LED Light  One spotlight inoperative on each cabin door Two spotlights inoperative on one cabin door  Middle Section of the Cross-Aisle Emergency Spotlight  Middle Spotlight  Middle Section of the Cross-Aisle Emergency Spotlight  DAT  MMEL T  1. REPA  2. N  C  Cabin Door Emergency LED Light  C  Cabin Door Emergency Spotlight  A 16	ITEM  ITEM					

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				O. 3 2/16/2018	PAGE NO. 33-14	
	Airdus A350					33-14	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
0.50.0.000.000.00				50035000	4. REMARKS	OR EXCEPTIONS	
33. LIGHTS	ı		1	ı	ı	Cha	
Sequence No.	Item	1	2	3	4	B	
33-50	Emergency Lighting						
33-50-04	Cabin EXIT Sign (EXIT Marking, EXIT Location)						
33-50-04A	A maximum of three non-adjacent LEDs inoperative	С	_	_		of three non-adjacent LEDs rative in one or more	
33-50-04B	Four or more non-adjacent LEDs, or two adjacent LEDs inoperative	A	_	_	adjacent LED one or more s 1) The as consid 2) Repai 1 fligh	52-10-01, Cabin	
33-50-05	Door Sill Light						
33-50-05A	_	A	8	7	1) The asconsic 2) Repai 1 fligh	noperative provided that: ssociated cabin door is dered inoperative, and rs are made within t day. 52-10-01, Cabin	
					Door/Slide/Ra		

AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 33-15	
	Alibus A550	BABAI				33-13	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	<b>E KEY</b> CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH	
140-140-150-1					4. REMARKS	OR EXCEPTIONS	
33. LIGHTS	I.				Ι.	Ch	
Sequence No.	Item	1	2	3	4	E	
33-50	Emergency Lighting						
33-50-06 ***	Photo Luminescent Floor Path Marking System						
33-50-06A		С	_	_	or missing pro 1) The le section 9.75 ir 2) The af oppos 3) The di affecte 78.75 4) No mo aisle a 5) The se interse cross- 6) All sec of the	strips may be inoperative ovided that: ength of each affected in does not exceed in (0.25 m), and iffected sections are not ittle each other, and istance between each ed section is more than in (2 m), and ore than 4 sections in each are affected, and ections marking right angle ections, including aisles, are operative, and ections within 39.4 in (1 m) strips marking right angle ections are operative.	
33-50-07 ***	LED Floor Path Marking System (seat-mounted light, wall-mounted light, edge-mounted light)						
33-50-07A		С	_	_	accordance w separation an	may be inoperative in vith Airbus vertical alysis produced for the all aircraft cabin layout.	

TMENT OF TRANSPORT	ATIOI	N						
VIATION ADMINISTRATION	ON			MASTE	R MINIMUM EQUIPMENT I	LIST		
					PAGE NO.			
Airbus A350								
ITEM.	1. 1				ED			
IIEM			3. N					
				4. REMARKS	OR EXCEPTIONS			
Item	1	2	3	4		Change		
	•	_		•		Bar		
Floor Path Marking EXIT Identifier								
	A	14	12	door may be a 1) The acconsided	inoperative provided that: ssociated cabin door is dered inoperative, and rs are made within			
Lavatory Emergency Lighting								
	С	_	0	One or more	may be inoperative.			
FCRC Emergency Light								
FCRC flashlight operative	С	3	0	provided that	the flashlight dedicated to			
FCRC locked closed	D	3	0	provided that:  1) The fli is lock inoper	: ightcrew rest compartment ked closed and is placarded rative, and			
	Airbus A350  ITEM  Item  Emergency Lighting Floor Path Marking EXIT Identifier  CRC Emergency Lighting  FCRC Emergency Light FCRC flashlight operative	Airbus A350    MMI	Airbus A350  MMEL T  ITEM  ITE	Airbus A350  REVISION N DATE: 0:  MMEL TABL  1. REPAIR 0 2. NUM 3. N  Emergency Lighting Floor Path Marking EXIT Identifier  A 14 12  Lavatory Emergency Lighting  C - 0  FCRC Emergency Light FCRC flashlight operative  C 3 0	Airbus A350  REVISION NO. 3 DATE: 02/16/2018    MMEL TABLE KEY	A 14 12 One or both associated with one cabin door may be inoperative.  Lavatory Emergency Lighting  FCRC Emergency Lighting  FCRC flashlight operative  FCRC Inc. Inc. Inc. Inc. Inc. Inc. Inc. Inc.		

AIRCRAFT:	VIATION ADMINISTRATION		//01/	7111	O. 3	PAGE NO.		
_	Airbus A350	KE			2/16/2018	33-17		
		MMI	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
33. LIGHTS		1			1			
Sequence No.	Item	1	2	3	4		Chang Bar	
33-50	Emergency Lighting							
33-50-11 ***	CCRC Emergency Light							
33-50-11A	Two flashlight available in CCRC	С	_	0	provided that	may be inoperative one flashlight is available mity of the catwalk area		
33-50-11B	CCRC locked closed	D	_	0	provided that	may be inoperative the cabin crew rest is locked closed and is operative.		
33-50-12 ***	CCRC EXIT Sign							
33-50-12A	A maximum of three non-adjacent LEDs inoperative	D	2	0		of three non-adjacent LEDs erative in one or both signs.		
33-50-12B	Two flashlight available in CCRC	С	2	0	provided that	may be inoperative one flashlight is available mity of the catwalk area		
33-50-12C	CCRC not used	D	2	0	provided that	may be inoperative the cabin crew rest is locked closed and is operative.		

	VIATION ADMINISTRATIO								
AIRCRAFT:	Airbus A350	REVISION NO. 3 PAGE NO. 33-18							
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
33. LIGHTS	T.	1 .				Change			
Sequence No.	Item	1	2	3	4	Bar			
33-50	Emergency Lighting								
33-50-13	Evacuation Area Light								
33-50-13A	Other than night operations	С	8	0	One or more may be inoperative provided that night operations are not conducted.				
33-50-13B	Affected cabin door not used	A	8	7	(O) One may be inoperative provided that:  1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day.  Refer to item 52-10-01, Cabin Door/Slide/Raft.				
33-50-14	Escape Slide Lighting								
33-50-14A	Other than night operations	С	8	0	One or more may be inoperative provided that night operations are not conducted.				
33-50-14B	Associated cabin door considered inoperative	A	8	7	(O) One may be inoperative provided that:  1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day.  Refer to item 52-10-01, Cabin Door/Slide/Raft.				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM E		
FEDERAL A	VIATION ADMINISTRATION	ON					
AIRCRAFT:	Airbus A350	RE'			O. 3 2/16/2018 PAGE NO.	33-19	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
33. LIGHTS					14. KEMAKKO OK EXOLI 1	10110	
Sequence No.	Item	1	2	3	4	Change Bar	
33-50	Emergency Lighting					Ju	
33-50-15	Emergency Power Supply Unit						
33-50-15A	EPSU 1R, or 2L(R), or 3L(R) inoperative	A	8	7	(O) EPSU 1R, or 2L(R), or 3 inoperative provided that:  1) The associated cabi considered inoperatical Repairs are made with 1 flight day.	n door is ive, and ithin	
22 50 450	EDCITAL in an areative			_	Refer to item 52-10-01, Cab Door/Slide/Raft.		
33-50-15B	EPSU 1L inoperative	A	8	7	(O) EPSU 1L may be inope provided that:  1) The FCRC is locked is placarded inopera 2) Procedures do not rouse of the FCRC, ar 3) The cabin door 1L is inoperative, and 4) Repairs are made was 1 flight day.	closed and tive, and equire the nd s considered	
					Refer to item 52-10-01, Cab Door/Slide/Raft.	oin	
33-50-15C	EPSU 4L or 4R inoperative	A	8	7	(O) EPSU 4L or 4R may be provided that:  1) The CCRC is locked placarded inoperativ 2) The associated cabi considered inoperati 3) Repairs are made was 1 flight day.  Refer to item 52-10-01, Cab Door/Slide/Raft.	I closed and re, and n door is ive, and ithin	

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 2 PAGE NO.							
	Airbus A350		DAT	E: 1	0/04/2017	34-1			
					E KEY CATEGORY				
SYSTEM &		1. [			BER INSTALLED				
SEQUENCE NO.	ITEM			3. NUMBER REQUIRED FOR DISPATCH					
34. NAVIGA	TION				4. REMARKS OR EX	CEPTIONS			
Sequence No.	Item	1	2	3	4		Chang		
34-01	ADIRS Overhead Panel						Jun		
34-01-01	ADR pb FAULT light								
34-01-01A		С	3	0	One or more may be	inoperative.			
34-01-02	ADR pb OFF light								
34-01-02A		С	3	0	One or more may be	inoperative.			
34-01-03	IR pb FAULT light								
34-01-03A		С	3	0	One or more may be	inoperative.			
34-01-04	IR pb OFF light								
34-01-04A		С	3	0	One or more may be	inoperative.			
34-01-05	ON BAT light								
34-01-05A		С	1	0	May be inoperative.				
34-01-31	ADIRS Mode selector								
34-01-31A	NAV position inoperative	С	3	2	(O) The NAV position mode selector may be provided that the affe selector is set to ATT	e inoperative ected ADIRS mode			
34-01-31B	ATT position inoperative	С	3	2	(O) The ATT position mode selector may b				
34-01-31C	OFF position inoperative	С	3	2	(M) The OFF position mode selector may be provided that the ass deactivated.	e inoperative			
					Refer to Item 34-12-0	01, ADR.			
					Refer to Item 34-12-0	02, IR.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTE	ER MINIMUM EQUIPMENT LIST		
	VIATION ADMINISTRATION							
AIRCRAFT:	Airbus A350	RE'			IO. 2 0/04/2017	PAGE NO. 34-2		
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
34. NAVIGA	ΓΙΟΝ		<u> </u>		T. P. END GAR	OK EXOEI HONO		
Sequence No.	Item	1	2	3	4	Chan Bar		
34-11	ADR Probes							
34-11-01	MFP							
34-11-01A		С	3	2	the associate inoperative.	inoperative provided that d ADR is considered		
34-11-02	Static Probe				Refer to item	34-12-01, ADR.		
34-11-02A		С	6	4	same ADR pr	nay be inoperative on the rovided that the associated dered inoperative.		
34-11-03	Sideslip Probe				Refer to Item	34-12-01, ADR.		
34-11-03A		С	3	2		inoperative provided that d ADR is considered		
					Refer to Item	34-12-01, ADR.		
34-11-04	AOA 4 Probe							
34-11-04A		С	1	0	1) All AD probes heatin and 2) The el	noperative provided that: DRs, their associated s, and their associated ng functions are operative, lectrical supply to the 4 probe is deactivated.		
34-11-05	OAT Probe							
34-11-05A		С	2	1	(O) One may	be inoperative.		

NO.	ММ	ا ، ر	_ ''	0/04/2017	34-3
EQUENCE NO.		EL T			040
-3614200000000	TEM	REP/	AIR C	CATEGORY BER INSTALLI	ED UIRED FOR DISPATCH
			0.1		OR EXCEPTIONS
4. NAVIGATION				,	
equence No. Item	1	2	3	4	
4-12 ADIRS					
4-12-01 ADR					
4-12-01A	С	3	2		be inoperative provided ciated ADR pb is set to
4-12-02 IR					
4-12-02A	С	3	2	(O) One may that the assoc	be inoperative provided ciated IR pb is set to OFF.

			_							
	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST			
	VIATION ADMINISTRATIO		"010			2.05.110				
AIRCRAFT:	Airbus A350	RE\		ON N E: 10	O. 2 0/04/2017	PAGE NO. 34-4				
		ммі	FL T	ΔBI	E KEY					
121.00 (2122) 20100000					ATEGORY					
SYSTEM &					BER INSTALLE	ΞD				
SEQUENCE	ITEM					UIRED FOR DISPATCH				
NO.						OR EXCEPTIONS				
34. NAVIGATION										
Sequence No.	Item	1	2	3	4		Change Bar			
34-13	Air Data						Dui			
34-13-01	MFP TAT Function									
34-13-01A		С	3	1	(O) One or tw	o may be inoperative.				

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		/1916	N NC	0.2	PAGE NO.					
	Airbus A350	INL '			0.2 0/04/2017	34-5					
		ммі			E KEY						
					ATEGORY						
SYSTEM &	1751	2. NUMBER INSTALLED									
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH									
NO.		4. REMARKS OR EXCEPTIONS									
34. NAVIGATION											
Sequence No.	Item	1	2	3	4		Change Bar				
34-17	Switching Panel on the Main Instrument Panel										
34-17-01	AIR DATA selector										
34-17-01A	AIN DATA SELECTOR	C	1	0	F/O ON BKUF inoperative pr	Γ ON BKUP position or the position may be ovided that the AIR DATA to the AUTO position.					
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U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:			VISIO	N NC	O. 2	PAGE NO.
	Airbus A350		DAT	E: 1	0/04/2017	34-6
					E KEY	
SYSTEM &		1. F			CATEGORY	- D
SEQUENCE	ITEM		2. 1		BER INSTALLE	UIRED FOR DISPATCH
NO.				0		OR EXCEPTIONS
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Change Bar
34-20	Standby Navigation Systems					
34-20-01	ISIS					
34-20-01A ***	Right ISIS inoperative	С	2	1	(O) The right I	SIS may be inoperative.
34-20-01B	Left ISIS inoperative	С	2	1	(O) The left IS	SIS may be inoperative.
34-20-02	Airspeed Indication on SFD					
34-20-02A ***	Airspeed indication inoperative on right ISIS	D	2	1		rative on the right ISIS the right ISIS is set to SND f.
34-20-02B	Airspeed indications inoperative on left ISIS	С	2	1		rative on the left ISIS the left ISIS is set to SND FF.
34-20-02C	All airspeed indications on SFD inoperative	C		0	1) The alt operat 2) The th and 3) One A 4) The au	operative provided that: titude indication on SFD is ive, and ree ADRs are operative,  P is operative, and utothrust is operative, and FS control panel is ive.

AIRCRAFT:		B⊏/	1121	N NC	O. 2 PAGE NO.						
Airbus A350					0/04/2017   74GE NO. 34-7						
		MMEL TABLE KEY									
SYSTEM & EQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
34. NAVIGA	. NAVIGATION										
equence No.	Item	1	2	3	4						
34-20	Standby Navigation Systems										
34-20-03	Altitude Indication on SFD										
34-20-03A ***	Altitude indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.						
34-20-03B	Altitude indication inoperative on left ISIS	С	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.						
34-20-03C	All altitude indications on SFD inoperative	С	_	0	All may be inoperative provided that:  1) The aircraft is operated in day VMC, and  2) One AP is operative, and  3) The three ADRs are operative, and  4) The autothrust is operative, and  5) The AFS control panel is operative.						
34-20-04	Attitude Indication on SFD										
34-20-04A ***	Attitude indications inoperative on right ISIS	С	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.						
34-20-04B	Attitude indications inoperative on left ISIS	С	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.						
34-20-05	Mach Number Indication on SFD										
34-20-05A ***	One mach number indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.						
34-20-05B	All mach number indications on SFD inoperative	С	_	0	All may be inoperative.						

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>	N NC	IO. 2	PAGE NO.	
OIV II I.	Airbus A350	. \_			0/04/2017	34-8	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALL		
NO.				3. ľ		QUIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION				4. I ( LIVI) (I ( I (	0 01( 2/021 110110	
Sequence No.	Item	1	2	3	4		Chang Bar
34-20	Standby Navigation Systems						
34-20-06	LS Indication on SFD						
34-20-06A ***	One LS indication inoperative and affected ISIS set to SND	D	2	1		inoperative provided that ISIS is set to SND.	
34-20-06B	All LS indications on SFD inoperative	С	_	0	All may be in	operative.	
34-20-07	Position Indication on ISIS						
34-20-07A		С	_	0	May be inope	erative.	
34-20-08	Heading Indication on ISIS						
34-20-08A		С	_	0	May be inope	erative.	
34-20-09	Track Indication on ISIS						
34-20-09A		С	_	0	May be inope	erative.	
34-20-10	Bugs Function on SFD						
34-20-10A		D	_	0	May be inope	erative.	
34-20-11 ***	Ground Speed Indication on SND						
34-20-11A		D	2	0	May be inope	erative.	
		1			I		

	Airbus A350	'\_		ON N	0/04/2017	PAGE NO. 34-9
	All Du3 A000	BABAI				34-3
YSTEM &			REP/	AIR (	E KEY CATEGORY BER INSTALL	
EQUENCE NO.	ITEM		2.1		UMBER REQ	UIRED FOR DISPATCH OR EXCEPTIONS
4. NAVIGA	TION				7. INDIVIDURE	OK EXOLI HONO
equence No.	Item	1	2	3	4	
4-22	Attitude and Heading Standby Data					
4-22-01	Standby Compass Indicator					
4-22-01A		С	1	0	1) The th 2) The h	rative provided that: nree IRs are operative, and eading indication is tive on ISIS.
4-22-02	Standby Compass Lighting					
4-22-02A		С	1	0	May be inope	rative.

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//016	<u> </u>	0.0	DA OF NO	
AIRCRAFT:	Airbus A350	KE			O. 2 0/04/2017	PAGE NO. 34-10	
		ммі	EL T	ABL	E KEY		
					CATEGORY		
SYSTEM &	ITEM 4				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
140.					4. REMARKS	OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Change Bar
34-23	Sensors						
34-23-01	Standby Pitot Probe						
34-23-01A		Α	1	0	May be inope	rative for three flights	
- 3					provided that:	-	
					•	ree ADRs are operative,	
					and	Discount to a soul	
						P is operative, and utothrust is operative, and	
						FS control panel is	
						tive, and	
						rspeed indication on SFD	
					is plac	arded inoperative and is	
					not us	ed.	
		Ì					

AIRCRAFT:	Airbus A350	RE\			IO. 2 0/04/2017	PAGE NO. 34-11
	711100071000	ММ			E KEY	0411
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS
34. NAVIGA	-	T 4	١,	١,	14	
equence No. 34-36	Multi-Mode Receiver (MMR) Functions	1	2	3	4	
34-36-01	MMR					
34-36-01A	One MMR inoperative (Aircraft without MP L41151/ MOD 100422)	С	2	1	(O) One may	be inoperative.
34-36-01B	One MMR inoperative (Aircraft with MP L41151/ MOD 100422)	С	2	1	that approach	be inoperative provided and landing procedures I on the use of the GLS
34-36-01C	Both MMRs inoperative	В	2	0	that:  1) One V operat 2) Naviga based and 3) Appro- procee	be inoperative provided OR and one DME are tive, and ation procedures are not on the use of the GNSS, ach and landing dures are not based on the the GNSS and landing ns.
34-36-02	ILS					
34-36-02A	One ILS inoperative	С	2	1	` '	be inoperative provided minimums do not require
34-36-02B	Both ILSs inoperative	С	2	0	` '	be inoperative provided not required by 14 CFR.
34-36-03	Glide Antenna					
34-36-03A		С	1	0	` '	operative provided that the uired by 14 CFR.

AIRCRAFT:	VIATION ADMINISTRATION		VISIC	ON N	O. 2	PAGE NO.	
	Airbus A350		DAT	E: 1	0/04/2017	34-12	
					E KEY		
SYSTEM &		1. F			CATEGORY	<b>FD</b>	
SEQUENCE	ITEM		Z. ľ		BER INSTALL	QUIRED FOR DISPATCH	
NO.				5.1		S OR EXCEPTIONS	
34. NAVIGA	TION				'		
Sequence No.	Item	1	2	3	4		Chang Bar
34-36	Multi-Mode Receiver (MMR) Functions						
34-36-04	FLS						
34-36-04A	One FLS inoperative	С	2	1	One may be	inoperative.	
34-36-04B	Both FLSs inoperative	С	2	0	(O) Both may	y be inoperative.	
34-36-05 ***	GLS (Aircraft with MP L41151/ MOD 100422)						
34-36-05A		D	2	0	provided that	oth may be inoperative t approach and landing are not based on the use of	
34-36-06 ***	SLS (Aircraft with MP L41152/ MOD 100423)						
34-36-06A		D	2	0	provided that	oth may be inoperative t approach and landing are not based on the use of	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 2 0/04/2017	PAGE NO. 34-13
	, 5 40 7 1000	MAN			E KEY	1 0110
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
34. NAVIGA	TION					
equence No.	Item	1	2	3	4	CI
34-38	Airport Navigation					
34-38-01	Airport Navigation Function					
34-38-01A		С	2	0	(O) May be in sides.	operative on one or both
34-38-02	Airport Navigation Database					
34-38-02A	Database cycle out of date and ANF used	С	2	0	provided that for the intend	f date on one or both sides the airport maps needed ed flight have not been he current ANF database
34-38-02B	Database cycle out of date and ANF not used	C	2	0		ut of date on one or both d that the airport navigation t used.

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	א ואכ	IO. 2	PAGE NO.	
AINCNAFT.	Airbus A350	NE.			0/04/2017	34-14	
		ММІ	EL T	ABL	E KEY	1	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGA		l .	1 .		Ι.		Chang
Sequence No.	Radio Altimeter	1	2	3	4		Bar
34-42	Radio Aitimeter						
34-42-01	Radio Altimeter						
34-42-01A	One radio altimeter inoperative	С	3	2	One may be	inoperative.	
34-42-01B	One radio altimeter erroneous and deactivated	С	3	2		be erroneous provided ted RA is deactivated.	
34-42-01C	Two radio altimeters inoperative or erroneous	С	3	1	erroneous pro 1) The two deactions 2) Appro	nay be inoperative or ovided that: wo affected RA are ivated, and each minimums do not re its use.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 2 PAGE NO.			
	Airbus A350	DATE: 10/04/2017 34-15						
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. [		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
558.5-789.7575 F			A		4. REMARKS OR EXCEPTIONS			
34. NAVIGA			I .		Ta	Chang		
Sequence No.	Item	1	2	3	4	Bar		
34-50	Radio/GNSS Navigation Systems							
34-50-01	GNSS							
34-50-01A	One GNSS inoperative (Aircraft without MP L41151/ MOD 100422)	С	2	1	(O) One may be inoperative.			
34-50-01B	One GNSS inoperative (Aircraft with MP L41151/ MOD 100422)	С	2	1	(O) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.			
34-50-01C	Both GNSSs inoperative	С	2	0	<ul> <li>(O) Both may be inoperative provided that:</li> <li>1) One DME is operative, and</li> <li>2) Navigation, approach, and landing procedures are not based on the use of the GNSS.</li> </ul>			
34-50-02	DME							
34-50-02A	One DME inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	One may be inoperative.			
34-50-02B	All DMEs inoperative	С	_	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) Navigation and approach procedures are not based on the use of the DME, and</li> <li>2) The DME is not required by 14 CFR.</li> </ul>			

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	O. 2 PAGE NO.	
	Airbus A350		DAT	E: 10	0/04/2017 34-16	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED IUMBER REQUIRED FOR DISPATCH	
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
34-50	Radio/GNSS Navigation Systems					Bar
34-50-03	VOR					
34-50-03A	One VOR inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	(O) One may be inoperative.	
34-50-03B	All VORs inoperative	С	_	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) Two FMCs are operative, and</li> <li>2) Navigation and approach procedures are not based on the use of the VOR, and</li> <li>3) The VOR is not required by 14 CFR.</li> </ul>	
34-50-04	Marker					
34-50-04A		С	1	0	May be inoperative provided that approach procedures do not require marker fixes.	
34-50-05 ***	ADF					
34-50-05A		D	_	0	May be inoperative provided that navigation and approach procedures are not based on the use of the affected ADF.	)

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				NO. 2 PAGE NO. 34-17				
	Alibus Abbu	ВЛВЛІ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGA	Item	1	2	3	4				
34-71	Aircraft Environment Surveillance System (AESS)	'	2	3	4				
34-71-01	Surveillance System								
34-71-01A		С	2	1	(O) One may be inoperative.				
34-71-02	TAWS								
34-71-02A	One TAWS inoperative	С	2	1	One may be inoperative.				
34-71-02B	Both TAWS inoperative	A	2	0	<ul> <li>(O) Both may be inoperative provided that:</li> <li>1) Alternate procedures are established and used, and</li> <li>2) Repairs are made within 2 consecutive calendar-days.</li> </ul>				
34-71-03	GPWS								
34-71-03A	One GPWS inoperative	С	2	1	One may be inoperative.				
34-71-03B	Both GPWS inoperative	A	2	0	<ul> <li>(O) Both may be inoperative provided that:         <ol> <li>Alternate procedures are established and used, and</li> <li>Repairs are made within 2 consecutive calendar-days.</li> </ol> </li> <li>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</li> </ul>				
34-71-04	Terrain Functions								
34-71-04A	One terrain function inoperative	С	2	1	One may be inoperative.				
34-71-04B	Both terrain functions inoperative	В	2	0	(O) Both may be inoperative provided that alternate procedures are established and used.				

AIRCRAFT:	VIATION ADMINISTRATIO				O. 2 PAGE NO.	
	Airbus A350	BABA			0/04/2017 34-18	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Chang Bar
34-71	Aircraft Environment Surveillance System (AESS)					
34-71-05	Transponder					
34-71-05A	One transponder inoperative	С	2	1	(O) One may be inoperative.	
34-71-05B	Both transponders inoperative	В	2	0	May be inoperative provided that:  1) Operations do not require its use, and  2) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
34-71-06	TCAS					
34-71-06A	One TCAS inoperative	С	2	1	(O) One may be inoperative.	
34-71-06B	Both TCAS inoperative	В	2	0	<ul> <li>(O) Both may be inoperative provided that:</li> <li>1) The system is checked in STBY mode, and</li> <li>2) Enroute procedures do not require their use.</li> </ul>	
34-71-07	ADS-B TRAFFIC Function					
34-71-07A	One ADS-B TRAFFIC function inoperative	D	2	1	(O) One may be inoperative.	
34-71-07B	Both ADS-B TRAFFIC functions inoperative	D	2	0	Both may be inoperative provided that it is not required by 14 CFR.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			IO. 2 0/04/2017	PAGE NO. 34-19	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F	REPA	AIR C	CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLE		
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
24 1141/12 1					4. REMARKS	OR EXCEPTIONS	
34. NAVIGAT		T	1		1		Change
Sequence No.	Item	1	2	3	4		Bar
34-71	Aircraft Environment Surveillance System (AESS)						
34-71-08	Weather Radar Function						
34-71-08A	One weather radar function inoperative	D	2	1	(O) One may	be inoperative.	
34-71-08B	Both weather radar functions inoperative	С	2	0	1) They a 14 CF 2) ETOP	inoperative provided that: are not required by R, and S beyond 120 minutes is nducted.	
34-71-09	Predictive Windshear Function						
34-71-09A	One predictive windshear function inoperative	D	2	1	(O) One may	be inoperative.	
34-71-09B	Both predictive windshear functions inoperative with reactive windshear function	С	2	0	1) Alterna establi	operative provided that: ate procedures are ished and used, and ive windshear operates illy.	
34-71-09C	Both predictive windshear functions inoperative without reactive windshear function	В	2	0	alternate proc and used. NOTE: Opera should windsh	operative provided that sedures are established ator's alternate procedures include reviewing near avoidance and near recovery procedures.	
34-71-10	SURV Control Panel						
34-71-10A		С	1	0	(O) May be in	operative.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 1 PAGE NO.				
	Airbus A350	DATE: 01/31/2017 35-1							
		_			E KEY				
SYSTEM &		1. F			CATEGORY				
EQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	1			
NO.				J. I	4. REMARKS OR EXCEPTIONS	1			
35. OXYGEN									
equence No.	Item	1	2	3	4	Char Ba			
35-01	OXYGEN Overhead Panel					•			
35-01-01	CREW SUPPLY pb-sw OFF light								
35-01-01A		С	1	0	May be inoperative.				
35-01-02	PAX SYS ON light								
35-01-02A		С	1	0	May be inoperative.				
35-01-31	MASK MAN ON pb								
35-01-31A	Automatic control function operative	С	1	0	May be inoperative provided that the automatic control of the passenger oxygen masks is operative.				
35-01-31B	Automatic control function inoperative	С	1	0	May be inoperative provided that the operating altitude is limited to 10,000 feet (3,000 m).				
		1	1	i	1				

AIRCRAFT:	Airbus A350	RE\		ON N	O. 1 1/31/2017	PAGE NO. 35-2
	Alibus A330	BABAI				33-2
					E KEY CATEGORY	
YSTEM &	10222777	1			BER INSTALL	ED .
EQUENCE	ITEM					UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
5. OXYGEN						
equence No.	Item	1	2	3	4	
5-02	OXYGEN MAINTENANCE Overhead Panel					
5-02-01	RESET pb FAULT light					
5-02-01A		С	1	0	May be inope	erative.
5-02-02	RESET pb ON light					
5-02-02A		С	1	0	May be inope	erative.
		Ī	Ī		l	

Airbus A350  MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  ITEM 1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPA  4. REMARKS OR EXCEPTIONS  35-07 Indications on the DOOR/OXYGEN SD page  35-07-01 REGUL PR LO Indication on the DOOR/OXYGEN SD page  35-07-01A  C 2 0 (M) One or both may be inoperat provided that the oxygen pressur the affected side is checked befor first flight of each day.  NOTE: On ground, delay FWD compartment loading as necessary to permit the a to the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN SD page	ATCH Changer
SYSTEM & SEQUENCE NO.  ITEM  SEQUENCE NO.  ITEM  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPA  4. REMARKS OR EXCEPTIONS  35. OXYGEN  Sequence No.  Indications on the DOOR/OXYGEN SD page  35-07-01 REGUL PR LO Indication on the DOOR/OXYGEN SD page  35-07-01A  C 2 0 (M) One or both may be inoperat provided that the oxygen pressur the affected side is checked before first flight of each day.  NOTE: On ground, delay FWD compartment loading as necessary to permit the at to the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN	Chang Bar
35. OXYGEN  Sequence No.   Item	Chan Bai
Sequence No.   Item	ive
35-07 Indications on the DOOR/OXYGEN SD page  35-07-01 REGUL PR LO Indication on the DOOR/OXYGEN SD page  35-07-01A  C 2 0 (M) One or both may be inoperat provided that the oxygen pressur the affected side is checked before first flight of each day.  NOTE: On ground, delay FWD compartment loading as necessary to permit the ato to the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN	ive
Indication on the DOOR/OXYGEN SD page  C 2 0 (M) One or both may be inoperat provided that the oxygen pressur the affected side is checked befor first flight of each day.  NOTE: On ground, delay FWD ca compartment loading as necessary to permit the a to the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN	
provided that the oxygen pressur the affected side is checked before first flight of each day.  NOTE: On ground, delay FWD car compartment loading as necessary to permit the ato the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN	
compartment loading as necessary to permit the a to the oxygen bottles.  35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN	
Pressure Monitoring on the <u>DOOR/OXYGEN</u>	_
ob page	
C 2 0 (M) One or both may be inoperat provided that the oxygen pressur checked by direct reading on the associated pressure gauge befor flight.	e is
NOTE: On ground, delay FWD ca compartment loading as necessary to permit the a to the oxygen bottles.	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 1	PAGE NO.				
	Airbus A350				1/31/2017	35-4				
		_			E KEY					
SYSTEM &		1. REPAIR CATEGORY  2. NUMBER INSTALLED								
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.				500		OR EXCEPTIONS				
35. OXYGEN										
Sequence No.	Item	1	2	3	4					
35-10	Crew Oxygen									
35-10-01	Crew Oxygen Mask									
35-10-01A		С	4	_		nt of the cockpit must have nask operative.				
35-10-02	Crew Oxygen Mask Microphone									
35-10-02A		С	4	2	One must be	operative for each pilot.				
35-10-03	Crew Oxygen Bottle (Aircraft with MP L60334/ MOD 100846)									
35-10-03A		D	4	2	inoperative pr 1) The or before 2) The as	xygen pressure is checked e each flight, and ssociated manual isolation is set to the closed				
35-10-04	Exterior Crew Oxygen Discharge Indicator (Green Disc)									
35-10-04A		С	2	0	One or both n damaged.	nay be missing or				
35-10-05	Crew Oxygen Supply Valve									
35-10-05A		С	2	0	the open posi	oth may be inoperative in tion provided that the is deactivated in the open				
35-10-06	Oxygen Control Redundancy									
35-10-06A		А	1	0	May be inope 10 consecutiv	rative for re calendar-days.				

SYSTEM & SEQUENCE NO.  35. OXYGEN  Sequence No. Itel  35-20 C  35-20-01 A th O	abin Oxygen utomatic Control of ne Passengers' oxygen Masks		EL T	ABL AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change Bar
35. OXYGEN  Sequence No.   Itel  35-20	m Cabin Oxygen Lutomatic Control of the Passengers' oxygen Masks Clanual control checked	1. F	2. N	AIR C NUM 3. N	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN  Sequence No.   Itel  35-20	m Cabin Oxygen Lutomatic Control of the Passengers' oxygen Masks Clanual control checked		2. N	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35-20 C 35-20-01 A th O	abin Oxygen utomatic Control of ne Passengers' oxygen Masks	1	2	3		
35-20 C 35-20-01 A th O	abin Oxygen utomatic Control of ne Passengers' oxygen Masks	1	2	3	4	
35-20-01 A th O	utomatic Control of ne Passengers' exygen Masks					
th O 35-20-01A M	ne Passengers' exygen Masks lanual control checked					
	perative	A	1	0	<ul> <li>(M) May be inoperative for 10 consecutive calendar-days provided that:</li> <li>1) The operating altitude is limited to FL 300, and</li> <li>2) The manual control of the passengers' oxygen masks is checked operative if the MSA along the intended route is above 10,000 feet (3,000 m).</li> </ul>	
O	lanual control checked perative before each ight	С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The operating altitude is limited to FL 300, and</li> <li>2) The manual control of the passengers' oxygen masks is checked operative before each flight if the MSA along the intended route is above 10,000 feet (3,000 m).</li> </ul>	
P	light Attendant and assenger Individual xygen Module					
35-20-02A A	ffected seat not used	С	-	-	One or more may be inoperative provided that the affected seat is considered inoperative.	
	ltitude limited to 0,000 feet (3,000 m)	С	_	0	Refer to Item 25-22-01, Flight Attendant Seat, or Item 25-21-01, Passenger Seat.  One or more may be inoperative provided that the operating altitude is	

AIRCRAFT:	VIATION ADMINISTRATIO		// © /	א ואר	IO. 1 PAGE NO.			
AINUKAFI.	Airbus A350	KE'	REVISION NO. 1 PAGE NO. 35-6					
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F	REP/	AIR (	CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. NUMBER REQUIRED FOR DISPATCH				
35. OXYGEN					4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang		
35-20	Cabin Oxygen					Dai		
35-20-03	Galley Oxygen Module							
33-20-03	Galley Oxygen Module							
35-20-03A	Adjacent flight attendant oxygen module available	С	_	0	<ul> <li>(O) One or more may be inoperative and the associated galley area may be occupied provided that:</li> <li>1) An adjacent flight attendant individual oxygen module is available and visible for each occupant of the associated galley area, and</li> <li>2) The affected module is placarded inoperative.</li> </ul>			
35-20-03B	Associated galley area not occupied	С	_	0	One or more may be inoperative provided that the associated galley area is not occupied.			
35-20-04	Lavatory Oxygen Module							
35-20-04A		С	_	_	One or more may be inoperative provided that the associated lavatory is not used and is placarded inoperative.			
35-20-05 ***	Manual Release Tool							
35-20-05A		С	_	1	One must be available.			
35-20-06 ***	FCRC/CCRC Individual Oxygen Module							
35-20-06A		D	_	0	One or more may be inoperative provided that:  1) The associated bunk bed or seat is placarded inoperative and is not used, and  2) Procedures do not require its use.			

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL AV	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE'		N NC		PAGE NO.	
	Airbus A350		DAT	E: 0	1/31/2017	35-7	
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3. N		UIRED FOR DISPATCH	
35. OXYGEN					4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
		'		3	4		Bar
35-30	Portable Oxygen						
35-30-01	Portable Oxygen Unit						
35-30-01A		D	_	_	by 14 CFR ma missing provid 1) Requir service throug 2) Bottles replac at the	excess of those required ay be unserviceable or ded that: red distribution of eable bottles is maintained thout the aircraft, and is not properly serviced are ed, serviced, or removed next available enance facility.	
35-30-02	Flightcrew Portable Protective Breathing Equipment						
35-30-02A		D	_	_	14 CFR may I	s of those required by be inoperative or removed location placarding is bscured.	
					subjec	rative PBE units may be to dangerous goods ements.	
35-30-03	Cabin Crew Portable Protective Breathing Equipment						
35-30-03A		D	_	_	14 CFR may I provided that removed or ol NOTE: Inoper subject	of those required by the inoperative or removed location placarding is becured.  Tative PBE units may be to dangerous goods the ements.	
		1	<u> </u>	<u> </u>			

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				IO. 3 2/16/2018	PAGE NO. 36-1				
	Allbus A550	BABA	DATE: 02/16/2018 36-1  MMEL TABLE KEY							
					CATEGORY					
SYSTEM &	1022220001	'''			BER INSTALL	ED				
SEQUENCE	ITEM		,			UIRED FOR DISPATCH				
NO.						OR EXCEPTIONS				
36. PNEUMA	ATIC				,					
Sequence No.	Item	1	2	3	4					
36-01	AIR Overhead Panel									
36-01-01	ENG 1(2) BLEED pb-sw FAULT light									
36-01-01A		С	2	0	One or both r	may be inoperative.				
36-01-02	ENG 1(2) BLEED pb-sw OFF light									
36-01-02A		С	2	0	One or both r	may be inoperative.				
36-01-03	APU BLEED pb-sw FAULT light									
36-01-03A		С	1	0	May be inope	erative.				
36-01-04	APU BLEED pb-sw ON light									
36-01-04A		С	1	0	May be inope	erative.				

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		"016		-	2105110	
AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 36-2	
		ммі	EL T	ABL	E KEY		
0)/07514.0		_			CATEGORY		
SYSTEM &	ITEM		2. N	NUM	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
36. PNEUMA	ATIC						
Sequence No.	Item	1	2	3	4		Change Bar
36-07	Indications on the BLEED SD page						•
36-07-01	Precooler Outlet Pressure Monitoring on the <u>BLEED</u> SD page						
36-07-01A		С	2	0	One or both n	nay be inoperative.	
						,	

MMEL TABLE KEY  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				O. 3 2/16/2018	PAGE NO. 36-3					
1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  36. PNEUMATIC  36-11 Engine Bleed Air Supply System  36-11-01 Engine Bleed Air System  36-11-02 Engine Bleed Valve  36-11-03 Engine Bleed Fan Air Valve  36-11-04 Engine Bleed  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.		Alibus A550	BABAI				30-3					
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  36. PNEUMATIC  Sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Item   1   2   3   4     Chiral Control of the sequence No.   Chiral Control of the												
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  36. PNEUMATIC  Sequence No.   Item   1   2   3   4     Ch    Sequence No.   Item   1   2   3   4   Ch    Seq			'''									
36. PNEUMATIC  Sequence No.   Item   1   2   3   4     Che    36-11   Engine Bleed Air Supply System   Deleted, Revision 2.  36-11-02   Engine Bleed Valve   Deleted, Revision 2.  36-11-03   Engine Bleed Fan Air Valve   Deleted, Revision 2.  36-11-04   Engine Bleed   Deleted, Revision 2.		ITEM										
36-11 Engine Bleed Air Supply System  36-11-01 Engine Bleed Air System  36-11-02 Engine Bleed Valve  36-11-03 Engine Bleed Fan Air Valve  36-11-04 Engine Bleed  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.	NO.					4. REMARKS	OR EXCEPTIONS					
36-11 Engine Bleed Air Supply System  36-11-01 Engine Bleed Air System  36-11-02 Engine Bleed Valve  36-11-03 Engine Bleed Fan Air Valve  36-11-04 Engine Bleed  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.	36. PNEUMA	TIC										
Supply System  36-11-01 Engine Bleed Air System  36-11-02 Engine Bleed Valve  36-11-03 Engine Bleed Fan Air Valve  36-11-04 Engine Bleed  Deleted, Revision 2.  Deleted, Revision 2.  Deleted, Revision 2.			1	2	3	4	CP					
System  36-11-02 Engine Bleed Valve  36-11-03 Engine Bleed Fan Air Valve  36-11-04 Engine Bleed  Deleted, Revision 2.  Deleted, Revision 2.	36-11											
36-11-03 Engine Bleed Fan Air Valve  Deleted, Revision 2.  Deleted, Revision 2.	36-11-01					Deleted, Revi	sion 2.					
Valve  36-11-04 Engine Bleed  Deleted, Revision 2.	36-11-02	Engine Bleed Valve				Deleted, Revi	sion 2.					
	36-11-03					Deleted, Revi	sion 2.					
	36-11-04					Deleted, Revi	sion 2.					
			1	1								

U.S. DEPARTMENT OF TRANSPORTATION								
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MI	NIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 3 PAC	GE NO.		
	Airbus A350			ATE: 02/16/2018 36-4				
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
36. PNEUMATIC								
Sequence No.	Item	1	2	3	4		Change Bar	
36-11	Engine Bleed Air Supply System							
36-11-05	Engine Bleed IP Check Valve							
36-11-05A		С	2	1	open position prov  1) The non-afair system  2) The associated  3) At low power associated	fected engine bleed is operative, and ated engine high alve is deactivated in position, and er setting, the engine bleed air ot used during taxi		
36-11-06	Engine HP Bleed Valve							
36-11-06A	One valve inoperative in the closed position	С	2	1	system is o 2) The associ	vided that: te engine bleed air perative, and ated engine bleed air ot used during taxi		
36-11-06B	One valve deactivated in the closed position	С	2	1	that:  1) The affecte valve is dea position, ar  2) The opposi system is of the system is of the associated	te engine bleed air perative, and er setting, the engine bleed air ot used during taxi		

AIRCRAFT:	/IATION ADMINISTRATIC				IO. 3	PAGE NO.			
	Airbus A350		DATE: 02/16/2018 36-5						
		_			E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY     NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATO      A REMARKS OF EXCEPTIONS						
36. PNEUMA	4. REMARKS OR EXCEPTIONS								
Sequence No.	Item	1	2	3	4	Cha B			
36-11	Engine Bleed Air Supply System								
36-11-07	Engine Bleed Pressure Monitoring								
36-11-07A		С	2	0	One or both r	may be inoperative.			
36-11-08	Engine HP Bleed Valve Monitoring								
36-11-08A		С	2	0	(O) One or bo	oth may be inoperative.			
36-11-09	Engine Bleed Control				Deleted, Rev	ision 2.			
36-11-10	Engine Bleed Monitoring				Deleted, Rev	ision 2.			
36-11-11	Engine Bleed Monitoring and Control				Deleted, Rev	ision 2.			
36-11-12	Engine Bleed Temperature Redundancy								
36-11-12A		A	2	0		oth may be inoperative for ve calendar-days.			

AIRCRAFT: Airbus A350				DN N		PAGE NO. 36-6		
	Alibus Asso	DATE: 02/16/2018 36-6  MMEL TABLE KEY						
SYSTEM &	ITEM		REPA 2. N	ED UIRED FOR DISPATCH				
NO.				3. I		OR EXCEPTIONS		
36. PNEUM <i>A</i>	ATIC							
Sequence No.	Item	1	2	3	4	C		
36-12	APU Bleed Air Supply and Crossbleed Systems					·		
36-12-01	APU Bleed Air Supply							
36-12-01A		С	1	0		operative provided that the ob-sw is set to off.		
36-12-02	APU Bleed Valve							
36-12-02A	APU Bleed Valve failed in the open position	С	1	0		rative in the open position the APU is considered		
					Refer to Item Powerplant.	49-10-01, APU		
36-12-02B	APU Bleed Valve failed in the open position with a blanking plate	С	1	0	1) AIR BI is not on DISPA 2) A blan to the	operative provided that: LEED LEAK DET message displayed on the LTCH page, and king plate is installed next APU bleed valve, and PU bleed is considered ative.		
					Refer to item Supply.	36-12-01, APU Bleed Air		
36-12-03	Automatic Control of the Xbleed Valve							
36-12-03A		С	1	0		operative provided that the old is checked operative.		
36-12-04	Manual Control of the Xbleed Valve							
36-12-04A		С	1	0	` '	operative provided that the strol is checked operative.		

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMEN	T LIST		
FEDERAL A	VIATION ADMINISTRATIO		/ כור	א ואכ	NO. 3 PAGE NO.			
AIRCRAFT.	Airbus A350	KE		_	02/16/2018 FAGE NO. 36-7			
	MMEL TABLE KEY							
SYSTEM & SEQUENCE	ITEM	1. F			CATEGORY IBER INSTALLED			
NO.	I I ⊏IVI			3. 1	NUMBER REQUIRED FOR DISPATCH			
36. PNEUM <i>A</i>	ATIC				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
36-22	Leak Detection	-	_			Bar		
36-22-01	Air Leak Detection Redundancy							
36-22-01A		С	1	0	May be inoperative.			
36-22-02	Air APU Bleed Leak Detection					 		
36-22-02A		С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) The APU check valve is remove and replaced by a dual blanking plate, and</li> <li>2) A blanking plate is installed next to the APU bleed valve, and</li> <li>3) The APU bleed is considered inoperative.</li> <li>Refer to item 36-12-01, APU Bleed Air Supply.</li> </ul>	į		
36-22-03	Air APU Duct					1		
36-22-03A		С	1	0	<ul> <li>(M) May be inoperative provided that: <ol> <li>The APU bleed valve is operative, and</li> <li>AIR APU BLEED LEAK DET message is not displayed on the DISPATCH page, and</li> <li>The APU check valve is remove and replaced by a dual blanking plate, and</li> <li>A blanking plate is installed nex to the APU bleed valve, and</li> <li>The APU bleed is considered inoperative.</li> </ol> </li> <li>Refer to item 36-12-01, APU Bleed Air</li> </ul>	  ed		
					Supply.			

AIRCRAFT: Airbus A350			N REVISION NO. Original PAGE NO. DATE: 05/12/2016 38-1						
	711154571666	ММ	MMEL TABLE KEY						
YSTEM & EQUENCE NO.	ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPAT  4. REMARKS OR EXCEPTIONS						
quence No.	Item	1	2	3	4				
B-10	Potable Water								
8-10-01	Potable Water System								
8-10-01A	Individual components inoperative	С	_	_	inoperative pr 1) Associ deacti 2) Associ are ve	components may be rovided that: siated components are vated or isolated, and siated system components erified not to have leaks.  ortion of the system which tes normally may be used.			
					2) Proce	m is drained, and dures are established to e system is not serviced.			

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. Original PAGE NO. DATE: 05/12/2016 38-2					
						38-2		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		ED QUIRED FOR DISPATCH S OR EXCEPTIONS		
38. WATER/V Sequence No.	Item	1	2	3	4		Char	
38-30	Lavatory Waste	'		3	7		Ва	
38-30-01	Lavatory Waste System							
38-30-01A	Individual components inoperative	С	_	_	inoperative p 1) Associated deact 2) Associate ve	I components may be rovided that: ciated components are ivated or isolated, and ciated system components erified not to have leaks.		
38-30-01B	Associated lavatory systems inoperative	С			be inoperative  1) Associon deacting leaks,  2) The Post determore acceping lavator associon (INOF DO North Control of the con	ed lavatory system(s) may e provided that: ciated components are ivated or isolated to prevent, and Pilot-in-Command will mine if flight duration is otable with a FWD deck ory unusable, and ciated lavatory door(s) is ed closed and placarded PERATIVE — OT ENTER".  The provisions are not ded to prohibit inspections ewmembers.		

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL A	VIATION ADMINISTRATIO	Ν			10,5 (0.1.2				
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 42-1			
		ммі	FI T	ΔRI	E KEY				
					ATEGORY				
SYSTEM &	ITEM				BER INSTALL	ED			
SEQUENCE NO.	ITEM			3. N	IUMBER REQ	UIRED FOR DISPATCH			
					4. REMARKS	OR EXCEPTIONS			
	ATED MODULAR AVIONIC					Change			
Sequence No.	Item	1	2	3	4	Change Bar			
42-09	AFDX Network								
42-09-01	AVIONICS NETWORK SW OR CABLE Message								
42-09-01A		С	-	1	page provided	splayed on the <u>DISPATCH</u> I that switch 03 and checked operative.			
						·			

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A	VIATION ADMINISTRATIO									
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-2				
	Allbus Assu					42-2				
					E KEY CATEGORY					
SYSTEM &		1. 1			BER INSTALLE	ED				
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH				
139-130-130-1					4. REMARKS	OR EXCEPTIONS				
	ATED MODULAR AVIONIC				T .	Change				
Sequence No.	Item	1	2	3	4	Bar				
42-11	CPIOM									
42-11-01	CPIOM H32				Deleted, Revis	sion 2.				
42-11-02	CPIOM H33				Deleted, Revis	sion 2.				
42-11-03	CPIOM H34				Deleted, Revis	sion 2.				
42-11-04	CPIOM H41									
42-11-04A	CPIOM H41 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page,	ck control channels are				
42-11-04B	CPIOM H41 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	1) Only o in addi part of combinassoci	operative provided that: the other CPIOM is failed ition to CPIOM H41 and is the authorized nations as given in the ated (O) procedure, and ck control channels are ive.				

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM	EQUIPMENT	LIST
AIRCRAFT:	VI/(TIOIV/(DIVIIIVIOTIC/(TIO		VISIC	ON N	O. 3 PAGE NO.		
	Airbus A350		DAT	E: 02	2/16/2018	42-3	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLED	DICDATOU	
NO.				J. I	IUMBER REQUIRED FOR 4. REMARKS OR EXCEP		
42. INTEGRA	ATED MODULAR AVIONIC	S			4. INDIVITIO ON EXCE	110110	
Sequence No.	Item	1	2	3	4		Change Bar
42-11	CPIOM						
42-11-05	CPIOM H42						
42-11-05A	CPIOM H42 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(O) May be inoperative pro         <ol> <li>No other CPIOM or dispatch messages displayed on the DI page, and</li> </ol> </li> <li>All pack control cha operative.</li> </ul>	CRDC are <u>SPATCH</u>	
42-11-05B	CPIOM H42 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	(O) May be inoperative pro  1) Only one other CPI in addition to CPIOI part of the authorize combinations as given associated (O) proc  2) All pack control characteristics.	OM is failed M H42 and is ed ven in the cedure, and	
42-11-06	CPIOM H43				Deleted, Revision 2.		
42-11-07	CPIOM H44				Deleted, Revision 2.		

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST  FEDERAL AVIATION ADMINISTRATION										
	VIATION ADMINISTRATIO										
AIRCRAFT:	Airbus A350	KE,	VISIC		O. 3 2/16/2018	PAGE NO. 42-4					
	All Duc Accurate					42-4					
					E KEY						
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. r		BER INSTALLI	UIRED FOR DISPATCH					
NO.				3. I		OR EXCEPTIONS					
42 INTEGRA	ATED MODULAR AVIONIC	:S			4. INLIMATINO	ON EXCELLIONS					
Sequence No.	Item	1	2	3	4		Change				
42-11	CPIOM	•	_				Bar				
72-11	CITOWI										
42-11-08	CPIOM H61										
42-11-08A	CPIOM H61 inoperative and no other CRDC/CPIOM inoperative	С	1	0	other CPIOM	rative provided that no or CRDC dispatch edisplayed on the age.					
42-11-08B	CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	only one othe CPIOM is faile CPIOM H61 a	operative provided that or CRDC or one other ed in addition to and is part of the or mbinations as given in the or procedure.					
42-11-09	CPIOM H62										
42-11-09A	CPIOM H62 inoperative and no other CRDC/CPIOM inoperative	С	1	0	other CPIOM	rative provided that no or CRDC dispatch e displayed on the age.					
42-11-09B	CPIOM H62 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	only one othe addition to CF	r CPIOM is failed in PIOM H62 and is part of the mbinations as given in the D) procedure.					

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A	VIATION ADMINISTRATIO	N							
AIRCRAFT:	Airbus A350	RE\			IO. 3 PAGE NO. 2/16/2018 42-5				
		ММІ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
42. INTEGRATED MODULAR AVIONICS									
Sequence No.	Item	1	2	3	4 Change Bar				
42-11	CPIOM								
42-11-10	CPIOM H63								
42-11-10A	CPIOM H63 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and</li> <li>2) The landing gear gravity extension channel A is checked operative before each flight.</li> </ul>				
42-11-10B	CPIOM H63 inoperative combined with another CPIOM inoperative	В	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) Only one other CPIOM is failed in addition to CPIOM H63 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The landing gear gravity extension channel A is checked operative before each flight.</li> </ul>				
42-11-11	CPIOM H64								
42-11-11A	CPIOM H64 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(M) May be inoperative provided that:</li> <li>1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and</li> <li>2) The landing gear gravity extension channel B is checked operative before each flight.</li> </ul>				
42-11-11B	CPIOM H64 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) Only one other CPIOM is failed in addition to CPIOM H64 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The landing gear gravity extension channel B is checked operative before each flight.</li> </ul>				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			WAGTER WINNINGWIEGON WEINT EIGT
AIRCRAFT:		RE\			IO. 3 PAGE NO.
	Airbus A350		DAT	E: 02	2/16/2018 42-6
					E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. I	4. REMARKS OR EXCEPTIONS
42. INTEGRA	ATED MODULAR AVIONIC	S			4. ILLIMITATE ON EXCENTIONS
Sequence No.	Item	1	2	3	4 Change Bar
42-11	CPIOM				1
42-11-12	CPIOM J12				
42-11-12A	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative	С	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page.
42-11-12B	CPIOM J12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM J12 and is part of the authorized combinations as given in the associated (O) procedure.
42-11-13	CPIOM J21				
42-11-13A	CPIOM J21 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and</li> <li>2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and</li> <li>3) The APU and the AC auxiliary generation are operative.</li> </ul>
42-11-13B	CPIOM J21 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) Only one other CPIOM is failed in addition to CPIOM J21 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and</li> <li>3) The APU and the AC auxiliary generation are operative.</li> </ul>

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
	VIATION ADMINISTRATIO								
AIRCRAFT:	Airbus A350	RE\			NO. 3 PAGE NO. 42-7				
		ммі	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
42. INTEGRA	ATED MODULAR AVIONIC	S			,				
Sequence No.	Item	1	2	3	4 Change Bar				
42-11	CPIOM								
42-11-14	CPIOM J22								
42-11-14A	CPIOM J22 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and</li> <li>2) The Engine Interface Function (EIF) 1 on engine 2 is operative.</li> </ul>				
42-11-14B	CPIOM J22 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) Only one other CPIOM is failed in addition to CPIOM J22 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The Engine Interface Function (EIF) 1 on engine 2 is operative.</li> </ul>				
42-11-15	CPIOM J23								
42-11-15A	CPIOM J23 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and</li> <li>2) The Engine Interface Function (EIF) 1 on engine 1 is operative.</li> </ul>				
42-11-15B	CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J23 and is part of the authorized combinations as given in the associated</li> <li>(O) procedure, and</li> <li>2) The Engine Interface Function (EIF) 1 on engine 1 is operative.</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION					MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-8	
		ммі	EL T	ABI	E KEY		
					CATEGORY		
SYSTEM &					BER INSTALLE	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				5.000	4. REMARKS	OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S			'		
Sequence No.	Item	1	2	3	4		Change Bar
42-11	CPIOM						
42-11-16	CPIOM J24						
42-11-16A	CPIOM J24 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page, 2) The English (EIF) 2 and 3) The All	operative provided that: her CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and ngine Interface Function 2 on engine 2 is operative, PU and the AC auxiliary ation are operative.	
42-11-16B	CPIOM J24 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	1) Only o in add part of combin associ 2) The English (EIF) 2 and 3) The All	operative provided that: one other CPIOM is failed ition to CPIOM J24 and is the authorized nations as given in the lated (O) procedure, and ngine Interface Function 2 on engine 2 is operative, PU and the AC auxiliary lation are operative.	

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION									
	VIATION ADMINISTRATIO	N I			MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3	PAGE NO.				
	Airbus A350	DATE: 02/16/2018				42-9				
		ММІ	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. N		BER INSTALL					
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS				
42. INTEGRA	ATED MODULAR AVIONIC	S		<u></u>	4. INLIVIATINO	ON EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Change Bar			
42-11	CPIOM									
42-11-17	CPIOM J51									
42-11-17A	CPIOM J51 inoperative and no other	D	1	0		operative provided that: ner CPIOM or CRDC				
	CPIOM/CRDC				,	ch messages are				
	inoperative				display	yed on the DISPATCH				
					page,					
					2) ATC d inoper	latalink is considered ative.				
					Refer to Item	23-21-01, Datalink.				
42-11-17B	CPIOM J51 inoperative	В	1	0		operative provided that:				
	combined with another				,	one other CRDC or one				
	CRDC/CPIOM inoperative					CPIOM is failed in addition OM J51 and is part of the				
	•				author	ized combinations as				
					•	in the associated				
						ocedure, and latalink is considered				
					ínoper					
					Refer to Item	23-21-01, Datalink.				
42-11-18	CPIOM J52									
42-11-18A	CPIOM J52 inoperative	D	1	0	May be inone	rative provided that no				
	and no other					or CRDC dispatch				
	CRDC/CPIOM				•	e displayed on the				
	inoperative (Aircraft with				DISPATCH pa	age.				
	MP L41174/									
	MOD 100346)									
42-11-18B	CPIOM J52 inoperative	В	1	0	(O) May be in	operative provided that				
	combined with another					r CRDC or one other				
	CRDC/CPIOM inoperative					ed in addition to nd is part of the authorized				
	(Aircraft with					as given in the associated				
	MP L41174/				(O) procedure	<del>)</del> .				
	MOD 100346)									

U.S. DEPARTMENT OF TRANSPORTATION					MASTE	R MINIMUM EQUIPMENT	LIST
	/IATION ADMINISTRATIO				_		
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-10	
		мм	EL T	ABL	E KEY		
0)/07=1/4					CATEGORY		
SYSTEM &	ITEM				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
10.					4. REMARKS	OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S					
Sequence No.	Item	1	2	3	4		Change Bar
42-11	CPIOM						
42-11-19	CPIOM J72						
42-11-19A	CPIOM J72 inoperative and no other CRDC/CPIOM inoperative	A	1	0	10 consecutive that:  1) No other display page, page, 2) The megaph by the operate some operate some 4) The pi	e inoperative for re calendar-days provided ner CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and nonitoring of the stabilizer FWS is checked tive, and nonitoring of the elevators FWS is checked tive, and to the trim position is ed on both PFDs.	
42-11-19B	CPIOM J72 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	1) Only of in add part of combinassoci 2) The most by the operat operat 4) The pi	operative for provided that: one other CPIOM is failed ition to CPIOM J72 and is if the authorized nations as given in the iated (O) procedure, and ionitoring of the stabilizer FWS is checked tive, and ionitoring of the elevators FWS is checked tive, and itch trim position is ed on both PFDs.	

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
	VIATION ADMINISTRATIO										
AIRCRAFT:	A'.	RE\			NO. 3 PAGE NO.						
	Airbus A350		DAI	E: 02	02/16/2018 42-11						
		MMI	EL T	ABL	LE KEY						
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. 1		IBER INSTALLED						
NO.	11 = 141			3. N	NUMBER REQUIRED FOR DISPATCH						
1200-1200-1200-1		4. REMARKS OR EXCEPTIONS									
42. INTEGRA	ATED MODULAR AVIONIC	S									
Sequence No.	Item	1	2	3	4 Change Bar						
42-41	CRDC										
42-41-01	CRDC A01										
42-41-01A	CRDC A01 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(O) May be inoperative for 10 consecutive calendar-days provided that no other dispatch message associated with CPIOM or CRDC is displayed on the <u>DISPATCH</u> page.						
42-41-01B	CRDC A01 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A01 and is part of the authorized combinations as given in the associated (O) procedure.						
42-41-02	CRDC A02										
42-41-02A	CRDC A02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	<ul> <li>(M)(O) May be inoperative for 10 consecutive calendar-days provided that:</li> <li>1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and</li> <li>2) The landing gear gravity extension channel B is checked operative before each flight.</li> </ul>						
42-41-02B	CRDC A02 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A02 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The landing gear gravity extension channel B is checked operative before each flight.</li> </ul>						

U.S. DEPARTMENT OF	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION AD	MINISTRATIO	N			W// CTE	IC WIN CON E GOIL WEIVE	Lioi				
AIRCRAFT:					O. 3	PAGE NO.					
Airbus A350			DAT	E: 02	2/16/2018	42-12					
					E KEY						
SYSTEM &		1. F			ATEGORY						
	EM		2. N		BER INSTALLE						
NO.				3. I		UIRED FOR DISPATCH OR EXCEPTIONS					
42. INTEGRATED MODU	II AR AVIONIC	S			4. NEWANNO	ON EXCEPTIONS					
Sequence No. Item		1	2	3	4		Change Bar				
42-41 CRDC							Dai				
42-41-03 CRDC A03	,										
42-41-03 CRDC A03											
	3 inoperative	С	1	0		operative provided that no					
and no oth CRDC/CPI	-					or CRDC dispatch displayed on the					
inoperative	_				DISPATCH pa						
·		_		_							
	inoperative with another	В	1	0		operative provided that OM is failed in addition to					
CPIOM inc						nd is part of the authorized					
(Aircraft wi	•					as given in the associated					
MP L41174					(O) procedure						
MOD 1003	46)										

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 3	PAGE NO.				
	Airbus A350				2/16/2018	42-13				
		ммі	EL T	ABL	E KEY					
CVCTEM		1. F	REP/	AIR C	CATEGORY					
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI					
NO.	1 1 LIVI			3. N		UIRED FOR DISPATCH				
100.00000000000000000000000000000000000	.===	4. REMARKS OR EXCEPTIONS								
	ATED MODULAR AVIONIC				Τ.		Change			
Sequence No.	Item	1	2	3	4		Bar			
42-41	CRDC									
42-41-04	CRDC A04									
42-41-04A	CRDC A04 inoperative	С	1	0		operative provided that				
	and no other CRDC/CPIOM					DM or CRDC dispatch e displayed on the				
	inoperative				DISPATCH pa					
	(Aircraft without				<u> </u>					
	MP L41114/						ļ			
	MOD 100345)						ı			
42-41-04B	CRDC A04 inoperative	В	1	0	(O) May be in	operative provided that				
	combined with another				•	r CRDC or one other				
	CRDC/CPIOM					ed in addition to				
	inoperative (Aircraft without					nd is part of the authorized as given in the associated	1			
	MP L41114/				(O) procedure		i			
	MOD 100345)									
42-41-04C	CRDC A04 inoperative	С	1	0	(O) May be in	operative provided that:	ı			
	and no other					ner CPIOM or CRDC	'			
	CRDC/CPIOM					ch messages are				
	inoperative					yed on the <u>DISPATCH</u>				
	(Aircraft with MP L41114/				page,	F2 is set to VOICE mode				
	MOD 100345 and				,	ound, and	_			
	without MP L42004/				3) The H	F2 is not used during	ļ			
	MOD 108299)					ng, defueling, or ground	l I			
					tuei tra	ansfer.	ı			
42-41-04D	CRDC A04 inoperative	В	1	0		operative provided that:	1			
	combined with another					one other CRDC or one				
	CRDC/CPIOM					CPIOM is failed in addition				
	inoperative (Aircraft with					DC A04 and is part of the rized combinations as				
	MP L41114/					in the associated				
	MOD 100345 and				(O) pro	ocedure, and	1			
	without MP L42004/				,	F2 is set to VOICE mode	j			
	MOD 108299)					ound, and F2 is not used during				
					,	ng, defueling, or ground				
					fuel tra					
					(Continued)					

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N N	O. 3	PAGE NO.			
	Airbus A350		DAT	E: 02	2/16/2018	42-14			
					E KEY				
SYSTEM &		1. F			CATEGORY	- D			
SEQUENCE	ITEM		2. 1		BER INSTALLE	UIRED FOR DISPATCH			
NO.				<b>.</b> .		OR EXCEPTIONS			
42. INTEGRA	ATED MODULAR AVIONIC	S							
Sequence No.	Item	1	2	3	4		Change Bar		
42-41	CRDC								
42-41-04	CRDC A04 (Cont'd)						1		
42-41-04E	CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	С	1	0	no other CPIC	operative provided that DM or CRDC dispatch e displayed on the age.			
42-41-04F	CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	В	1	0	only one othe CPIOM is faile CRDC A04 ar	operative provided that r CRDC or one other ed in addition to nd is part of the authorized as given in the associated e.			

AIRCRAFT:	VIATION ADMINISTRATIO	_			IO. 3 2/16/2018	PAGE NO. 42-15
	Alibus Assu	BABAI			E KEY	42-13
SYSTEM & SEQUENCE NO.	ITEM  ATED MODULAR AVIONIC	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Cha
42-41	CRDC					В
42-41-05	CRDC A05					
42-41-05A	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	С	1	0	1) No oth dispate displaying page, 2) The Hongrous 3) The Hongrous refuel	noperative provided that: her CPIOM or CRDC tch messages are lived on the <u>DISPATCH</u> and HF1 is set to VOICE mode bound, and HF1 is not used during ling, defueling, or ground cansfer.
42-41-05B	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and MP L41174/ MOD 100346)	В	1	0	1) Only of addition part of combination associated asso	noperative provided that: one other CRDC is failed in on to CRDC A05 and is of the authorized inations as given in the ciated (O) procedure, and IF1 is set to VOICE mode ound, and IF1 is not used during ing, defueling, or ground eansfer.
42-41-05C	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative (Aircraft without MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and with MP L41174/ MOD 100346)	В	1	0	1) Only of other to CR autho given (O) pr 2) The Hongrous 3) The Horefuel	noperative provided that: one other CRDC or one CPIOM is failed in addition DC A05 and is part of the rized combinations as in the associated rocedure, and HF1 is set to VOICE mode ound, and HF1 is not used during ing, defueling, or ground ransfer.

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A	VIATION ADMINISTRATIO	N			W/XOTE	TO WILLY ER				
AIRCRAFT:	A: A250	RE\	/ISIC			PAGE NO.				
	Airbus A350				2/16/2018	42-16				
					E KEY CATEGORY					
SYSTEM &		1. [			BER INSTALLE	=D				
SEQUENCE	ITEM		2.			UIRED FOR DISPATCH				
NO.						OR EXCEPTIONS				
42. INTEGRA	ATED MODULAR AVIONIC	S								
Sequence No.	Item	1	2	3	4		nange Bar			
42-41	CRDC									
42-41-05	CRDC A05 (Cont'd)						I			
42-41-05D	CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299)	С	1	0	no other CPIC	operative provided that DM or CRDC dispatch e displayed on the age.				
42-41-05E	CRDC A05 inoperative combined with another CRDC inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and without MP L41174/ MOD 100346)	В	1	0	only one other to CRDC A05	operative provided that r CRDC is failed in addition and is part of the mbinations as given in the procedure.				
42-41-05F	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345 and MP L42004/ MOD 108299 and MP L41174/ MOD 100346)	В	1	0	only one other CPIOM is faile CRDC A05 ar	operative provided that r CRDC or one other ed in addition to addition to as given in the associated e.				

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
	VIATION ADMINISTRATIO										
AIRCRAFT:	A: I A050	RE\			O. 3	PAGE NO.					
	Airbus A350		DAI	E: 02	2/16/2018	42-17					
					E KEY						
SYSTEM &		1. F			CATEGORY	-D					
SEQUENCE	ITEM		2. r		BER INSTALLE	UIRED FOR DISPATCH					
NO.				3. I		OR EXCEPTIONS					
42 INTEGRA	ATED MODULAR AVIONIC	es :			T. INLINIATINO	ON EXCEL HONG					
Sequence No.	Item	1	2	3	4	Change Bar					
42-41	CRDC					Dar					
42-41-06	CRDC A06										
42-41-06A	CRDC A06 inoperative and no other	С	1	0		operative provided that					
	CRDC/CPIOM					DM or CRDC dispatch e displayed on the					
	inoperative				DISPATCH pa						
40 44 005	·	,		_	-	-					
42-41-06B	CRDC A06 inoperative combined with another	В	1	0		operative provided that r CPIOM is failed in					
	CPIOM inoperative					RDC A06 and is part of the					
	(Aircraft with					mbinations as given in the					
	MP L41174/				associated (O	) procedure.					
	MOD 100346)										

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
	VIATION ADMINISTRATIO		"016		12.02.10					
AIRCRAFT:	Airbus A350	KE,			IO. 3 PAGE NO. 2/16/2018 42-18					
		ММІ	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
42. INTEGRA	ATED MODULAR AVIONIC	S			14. NEIWANNO ON EXCENTIONS					
Sequence No.	Item	1	2	3	4 Change Bar					
42-41	CRDC									
42-41-07	CRDC A07									
42-41-07A	CRDC A07 inoperative and no other CRDC/CPIOM inoperative	С	1	0	<ul> <li>(M) May be inoperative provided that: <ol> <li>No other CPIOM or CRDC</li> <li>dispatch messages are</li> <li>displayed on the DISPATCH</li> <li>page, and</li> <li>The NLG APP fluid level is</li> <li>visually checked in the</li> <li>associated reservoir before each</li> <li>flight, and</li> <li>The landing gear gravity</li> <li>extension channel A is checked</li> <li>operative before each flight.</li> </ol> </li></ul>					
42-41-07B	CRDC A07 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	<ul> <li>(M)(O) May be inoperative provided that:</li> <li>1) Only one other CPIOM is failed in addition to CRDC A07 and is part of the authorized combinations as given in the associated (O) procedure, and</li> <li>2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and</li> <li>3) The landing gear gravity extension channel A is checked operative before each flight.</li> </ul>					
42-41-08	CRDC A08									
42-41-08A	CRDC A08 inoperative and no other CRDC/CPIOM inoperative	С	1	0	(O) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.					
42-41-08B	CRDC A08 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	(O) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A08 and is part of the authorized combinations as given in the associated (O) procedure.					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		NACTE				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	Airbug A250	RE\			O. 3 2/16/2018	PAGE NO. 42-19			
	Airbus A350	BABAI			42-19				
April 1997 - 1222   170 L. 1927 - 1927 - 1927					E KEY CATEGORY				
SYSTEM &	ITEM				BER INSTALL	ED			
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH			
	TED MODUL AD AVIONIC	4. REMARKS OR EXCEPTIONS							
	ATED MODULAR AVIONIC				4		Change		
Sequence No.	CRDC	1	2	3	4		Bar		
42-41	CRDC								
42-41-09	CRDC A09								
42-41-09A	CRDC A09 inoperative and no other CRDC/CPIOM inoperative	С	1	0	before each fl  1) No oth dispate display page, 2) The Form is visu each fr  3) The convisuall latched visuall latched	ner CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and WD internal avionics door ally checked closed before light, and ockpit escape hatch is y checked closed and d before each flight, and xternal avionics door is y checked closed and d before each flight.			
42-41-09B	CRDC A09 inoperative combined with another CPIOM inoperative	В	1	0	1) Only of in add part of combinassoci 2) The Formula is visure each for the convisual latched to the convisual latched t	e inoperative provided that: one other CPIOM is failed ition to CRDC A09 and is if the authorized nations as given in the iated (O) procedure, and WD internal avionics door ally checked closed before light, and ockpit escape hatch is y checked closed and d before each flight, and external avionics door is y checked closed and d before each flight.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	٧					
					MASTE	R MINIMUM EQUIPMENT I	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		/1016	וא ואר	O. 3	PAGE NO.		
	Airbus A350	NE'			2/16/2018	42-20		
		ммі	EL T	ABL	E KEY			
CVCTEM 0		1. REPAIR CATEGORY						
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALL			
NO.				3. N		UIRED FOR DISPATCH		
42 INTEGRA	ATED MODULAR AVIONIC	:S		<u></u>	4. KEWAKKS	OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4		Change	
42-41	CRDC		_				Bar	
42-41-10	CRDC A10							
42-41-10A	CRDC A10 inoperative	Α	1	0	(M) May be in	operative for		
	and no other					e calendar-days provided		
	CRDC/CPIOM inoperative				that:	ner CPIOM or CRDC		
	moperative				,	ch messages are		
					display	yed on the <u>DISPATCH</u>		
					page, 2) The la	and nding gear gravity		
						sion channel B is checked		
					operat	ive before each flight.		
42-41-10B	CRDC A10 inoperative	В	1	0	(M)(O) May b	e inoperative provided that:		
42-41-100	combined with another		'	U		one other CPIOM is failed		
	CPIOM inoperative					ition to CRDC A10 and is		
	(Aircraft with MP L41174/					the authorized nations as given in the		
	MOD 100346)					fated (O) procedure, and		
	,				2) The la	nding gear gravity		
						sion channel B is checked		
					Operat	ive before each flight.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MACTE		IOT	
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT I	_IS I	
AIRCRAFT:	A: A250	RE\			0.3	PAGE NO.		
	Airbus A350				2/16/2018	42-21		
					E KEY CATEGORY			
SYSTEM &		1. 1			BER INSTALLE	ED		
SEQUENCE NO.	ITEM		UIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS						
	ATED MODULAR AVIONIC		_	_	Τ.		Change	
Sequence No.	Item	1	2	3	4		Bar	
42-41	CRDC							
42-41-11	CRDC A11							
42-41-11A	CRDC A11 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page, 2) The la extens	operative provided that: ner CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and nding gear gravity sion channel A is checked cive before each flight.		
42-41-11B	CRDC A11 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	1) Only o in add part of combin associ 2) The la extens	e inoperative provided that: one other CPIOM is failed ition to CRDC A11 and is the authorized nations as given in the iated (O) procedure, and nding gear gravity sion channel A is checked rive before each flight.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MACTE		LIOT	
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:					0.3	PAGE NO.		
	Airbus A350				2/16/2018	42-22		
					E KEY CATEGORY			
SYSTEM &		1. [			BER INSTALLE	ED .		
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS						
	ATED MODULAR AVIONIC	S					Tot	
Sequence No.	Item	1	2	3	4		Change Bar	
42-41	CRDC							
42-41-12	CRDC A12							
42-41-12A	CRDC A12 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page, 2) The la extens	roperative provided that: ner CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and nding gear gravity sion channel B is checked tive before each flight.		
42-41-12B	CRDC A12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346).	В	1	0	1) Only o in add part of combin associ 2) The la extens	e inoperative provided that: one other CPIOM is failed ition to CRDC A12 and is the authorized nations as given in the iated (O) procedure, and nding gear gravity sion channel B is checked tive before each flight.		

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
	VIATION ADMINISTRATIO									
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-23				
		мм	= I T	ΔRI	E KEY					
					CATEGORY					
SYSTEM & SEQUENCE	ITEM		2. N	NUM	BER INSTALL	ED				
NO.	I I ⊏IVI			3. N	UIRED FOR DISPATCH					
101.000.000	ATED MODULAR AVIONIC	, c			4. REMARKS	OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Change				
42-41	CRDC					Bar				
42-41-13	CRDC A13									
42-41-13A	CRDC A13 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page, 2) The M visuall associ flight, 3) CAPT checked associ before 4) The la extens	LG APP fluid level is y checked in the iated reservoir before each				
42-41-13B	CRDC A13 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	1) Only of in add part of combinassoci 2) The M visuall associ flight, associ flight, the checken associ before 4) The la extens	e inoperative provided that: one other CPIOM is failed ition to CRDC A13 and is if the authorized nations as given in the iated (O) procedure, and ILG APP fluid level is y checked in the iated reservoir before each and oxygen pressure is ed by direct reading on the iated pressure gauge e each flight, and inding gear gravity sion channel A is checked tive before each flight.				

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINIOTRATIO		/ISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	42-24	
					E KEY		
SYSTEM &		1. F			CATEGORY	-D	
SEQUENCE	ITEM	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
NO.				0. 1		OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S					
Sequence No.	Item	1	2	3	4		Change Bar
42-41	CRDC						•
42-41-14	CRDC A15						
42-41-14A	CRDC A15 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page,	ULK HEATER pb-sw is set	
42-41-14B	CRDC A15 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	1) Only one of addition part of combination associated	operative provided that: one other CRDC or ther CPIOM is failed in on to CRDC A15 and is if the authorized nations as given in the fated (O) procedure, and ULK HEATER pb-sw is set	
42-41-15	CRDC A17						
42-41-15A	CRDC A17 inoperative and no other CRDC/CPIOM inoperative	С	1	0	other CPIOM	rative provided that no or CRDC dispatch edisplayed on the age.	
42-41-15B	CRDC A17 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	В	1	0	only one othe addition to CF	operative provided that r CPIOM is failed in RDC A17 and is part of the mbinations as given in the procedure.	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350			ON N	O. 3 2/16/2018	PAGE NO. 42-25
	711154671666	ММ			E KEY	12 20
SYSTEM & SEQUENCE NO.	ITEM	1. F	REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
	ATED MODULAR AVIONIO	1	2	3	4	
Sequence No.	CRDC	1	2	3	4	
42-41-16	CRDC B01				Deleted, Revi	ision 2.
42-41-17	CRDC B02				Deleted, Revi	ision 2.
42-41-18	CRDC B03				Deleted, Revi	ision 2.
42-41-19	CRDC B04					
42-41-19A	CRDC B04 inoperative and no other CRDC/CPIOM inoperative	A	1	0	that no other	e calendar-days provided CPIOM or CRDC dispatch e displayed on the
42-41-19A	CRDC B04 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	that only one CPIOM is fail B04 and is pa	e calendar-days provided other CRDC or one other ed in addition to CRDC art of the authorized as given in the associated
42-41-20	CRDC B05				Deleted, Revi	ision 2.
42-41-21	CRDC B06				Deleted, Revi	ision 2.

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
	VIATION ADMINISTRATIO		"016			BAGE NO.				
AIRCRAFT:	Airbus A350	KE\		DN N	O. 3 2/16/2018	PAGE NO. 42-26				
	Alibus Asso					72-20				
					E KEY CATEGORY					
SYSTEM &		1. [			BER INSTALLE	=D				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.				0		OR EXCEPTIONS				
42. INTEGRA	ATED MODULAR AVIONIC	S								
Sequence No.	Item	1	2	3	4		Change Bar			
42-41	CRDC									
42-41-22	CRDC B07									
42-41-22A	CRDC B07 inoperative and no other CRDC/CPIOM inoperative	С	1	0	1) No oth dispate display page, 2) The Al door is before 3) Cabin consid	operative provided that: her CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and FT avionics internal access s visually checked closed each flight, and door 4L lock monitoring is lered inoperative. 52-71-02, Cabin Door Lock				
42-41-22B	CRDC B07 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	1) Only o one of addition part of combinassoci 2) The Aldoor is before 3) Cabin consider	e inoperative provided that: one other CRDC or her CPIOM is failed in on to CRDC B07 and is the authorized nations as given in the ated (O) procedure, and FT avionics internal access s visually checked closed each flight, and door 4L lock monitoring is lered inoperative.  52-71-02, Cabin Door ng.				

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST									
	VIATION ADMINISTRATIO		// 016	<u> </u>	10.0	DAGE NO				
AIRCRAFT:	Airbus A350	KE			O. 3 2/16/2018	PAGE NO. 42-27				
	Allbus Asso									
		MMEL TABLE KEY  1. REPAIR CATEGORY								
SYSTEM &		1. [			BER INSTALL	=n				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.				0. 1		OR EXCEPTIONS				
42. INTEGRA	ATED MODULAR AVIONIC	S								
Sequence No.	Item	1	2	3	4		Change Bar			
42-41	CRDC									
42-41-23	CRDC B08									
42-41-23A	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	A	1	0	10 consecutive that:  1) No other dispate display page, page, 2) The All door is before 3) Cabin consider.  Refer to Item Lock Monitorial NOTE: On ground necessity to the	FT avionics internal access sivisually checked closed each flight, and door 2R lock monitoring is lered inoperative.  52-71-02, Cabin Door				
					(Continued)					
		J			(Continueu)		ı			

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 3 PAGE NO.
	Airbus A350	111			02/16/2018 42-28
		ммі	EL T	ABL	LE KEY
CVCTEM					CATEGORY
SYSTEM & SEQUENCE	ITEM		2. 1		MBER INSTALLED
NO.	TT LIVI			3. N	NUMBER REQUIRED FOR DISPATCH
42. INTEGRA	ATED MODULAR AVIONIC	:s			4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
42-41	CRDC				
42-41-23	CRDC B08 (Cont'd)				I
42-41-23B	CRDC B08 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	A	1	0	(M) May be inoperative for 10 consecutive calendar-days provided that:  1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) Two radio altimeters are operative, and 3) The left landing gear bogie monitoring is operative, and 4) The AFT avionics internal access door is visually checked closed before each flight, and 5) Cabin door 2R lock monitoring is considered inoperative.  Refer to Item 52-71-02, Cabin Door Lock Monitoring.  NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		N44.0TF		ıoz
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT L	JST
AIRCRAFT:	Airbus A350	RE'			O. 3 2/16/2018	PAGE NO. 42-29	
	Allbus A550	ММ			E KEY	42-23	
CVCTEM 0					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S			T. INEWIARRO	OR EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
42-41	CRDC						
42-41-23	CRDC B08 (Cont'd)						1
42-41-23C	CRDC B08 inoperative combined with another CRDC/CPIOM inoperative (A350-900 Series)	В	1	0	1) Only one of addition part of combine associ	e inoperative provided that: one other CRDC or ther CPIOM is failed in on to CRDC B08 and is f the authorized nations as given in the iated (O) procedure, and	 
					door is before 3) Cabin	FT avionics internal access sivisually checked closed each flight, and door 2R lock monitoring is dered inoperative.	-
					Refer to Item Lock Monitori	52-71-02, Cabin Door ng.	
					compa neces	ound, delay FWD cargo artment loading as sary to permit the access oxygen bottles.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MASTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-30	
	Allbus A330	ВЛВЛІ		42-30			
					E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALLE	ED	
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
42. INTEGRA	ATED MODULAR AVIONIC	S			4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
42-41	CRDC						
42-41-23	CRDC B08 (Cont'd)						I
42-41-23D	CRDC B08 inoperative combined with another CRDC/CPIOM inoperative (A350-1000 Series)	В	1	0	1) Only o one of addition part of combination associon 2) Two rates operated 3) The lember of the monitor of the Alember of the Monitoria of the Alember of	e inoperative provided that: one other CRDC or ther CPIOM is failed in on to CRDC B08 and is it the authorized nations as given in the lated (O) procedure, and adio altimeters are live, and ft landing gear bogie oring is operative, and FT avionics internal access is visually checked closed each flight, and door 2R lock monitoring is lered inoperative.  52-71-02, Cabin Door ng.  ound, delay FWD cargo artment loading as sary to permit the access oxygen bottles.	

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 3 PAGE NO.	
74110101411.	Airbus A350	114			2/16/2018 42-31	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
42-41	CRDC					<b>-</b>
42-41-24	CRDC B09					
42-41-24A	CRDC B09 inoperative and no other CRDC/CPIOM inoperative	С	1	0	May be inoperative provided that:  1) No other CPIOM or CRDC dispatch messages are displayed on the <u>DISPATCH</u> page, and  2) Cabin door 3L lock monitoring is considered inoperative.	
					Refer to Item 52-71-02, Cabin Door Lock Monitoring.	
42-41-24B	CRDC B09 inoperative combined with another CRDC/CPIOM inoperative	В	1	0	May be inoperative provided that:  1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (O) procedure, and 2) Cabin door 3L lock monitoring is considered inoperative.	
					Refer to Item 52-71-02, Cabin Door Lock Monitoring.	

FEDERAL A	VIATION ADMINISTRATIO		VISIO	N NC	O. 3	PAGE NO.					
	Airbus A350				2/16/2018	42-32					
		MM	MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM			NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS					
	ATED MODULAR AVIONIC	S					Lobarana				
Sequence No.	Item	1	2	3	4		Change Bar				
42-41	CRDC										
42-41-25	CRDC B10										
42-41-25A	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-900 Series)	С	1	0	other CPIOM messages are DISPATCH po	rative provided that no or CRDC dispatch e displayed on the age.  FT cargo door must be ted manually.	I				
42-41-25B	CRDC B10 inoperative combined with another CRDC/CPIOM inoperative (A350-900 Series)	В	1	0	only one othe CPIOM is faile CRDC B10 ar	roperative provided that or CRDC or one other ed in addition to not is part of the authorized as given in the associated e.	I				
						FT cargo door must be ted manually.					
42-41-25C	CRDC B10 inoperative and no other CRDC/CPIOM inoperative (A350-1000 Series)	С	1	0	1) No oth dispate display page, 2) Two rate operate 3) The right.	rative provided that: ner CPIOM or CRDC ch messages are yed on the <u>DISPATCH</u> and adio altimeters are tive, and ght landing gear bogie pring is operative.					
						FT cargo door must be ted manually.					
					(Continued)		1				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-33	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		IUMI		ED UIRED FOR DISPATCH OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S					
Sequence No.	Item	1	2	3	4		Change Bar
42-41	CRDC						
42-41-25	CRDC B10 (Cont'd)						I
42-41-25D	CRDC B10 inoperative combined with another CRDC/CPIOM inoperative (A350-1000 Series)	В	1	0	1) Only o one ot addition part of combinassoci 2) Two rations operated 3) The rigmonito NOTE: The All	operative provided that one other CRDC or her CPIOM is failed in on to CRDC B10 and is the authorized nations as given in the ated (O) procedure, and adio altimeters are live, and ght landing gear bogie oring is operative.  FT cargo door must be seed manually.	
42-41-26	CRDC B11						
42-41-26A	CRDC B11 inoperative and no other CRDC/CPIOM inoperative	A	1	0	that no other (	calendar-days provided CRDC or CPIOM dispatch displayed on the	
42-41-26B	CRDC B11 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	that only one of CPIOM is failed B11 and is pa	calendar-days provided other CRDC or one other ed in addition to CRDC rt of the authorized as given in the associated	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	42-34	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	=n	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				E-12/07/25	4. REMARKS	OR EXCEPTIONS	
42. INTEGRA	ATED MODULAR AVIONIC	S	1				Lou
Sequence No.	Item	1	2	3	4		Change Bar
42-41	CRDC						
42-41-27	CRDC B12						
42-41-27A	CRDC B12 inoperative	Α	1	0	May be inope		ļ
	and no other CRDC/CPIOM				3 consecutive that:	calendar-days provided	
	inoperative					ner CPIOM or CRDC	i
						ch messages are	
					page,	yed on the <u>DISPATCH</u> and	1
					2) Cabin	door 3R lock monitoring is lered inoperative.	İ
						52-71-02, Cabin Door	' I
					Lock Monitori		İ
42-41-27B	CRDC B12 inoperative	Α	1	0		rative for 3 consecutive	1
	combined with another CRDC/CPIOM					s provided that:	
	inoperative				, ,	one other CRDC or her CPIOM is failed in	
	-1				additio	on to CRDC B09 and is	į
						the authorized nations as given in the	
						fated (O) procedure, and	! 
					,	door 3R lock monitoring is	İ
						lered inoperative.	
					Refer to Item Lock Monitori	52-71-02, Cabin Door ng.	
42-41-28	CRDC B13						
42-41-28A	CRDC B13 inoperative	С	1	0		rative provided that no	
	and no other CRDC/CPIOM					or CRDC dispatch e displayed on the	
	inoperative				DISPATCH pa		
42-41-28B	CRDC B13 inoperative	В	1	0		operative provided that	
	combined with another CRDC/CPIOM					r CRDC or one other ed in addition to	
	inoperative					nd is part of the authorized	
					combinations	as given in the associated	
					(O) procedure	<del>;</del> .	
		1	i	l	I		

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	1		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 42-35	
	711100071000	мм			E KEY	12 00	
					CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALLE	ΞD	
NO.	I I CIVI			3. N		UIRED FOR DISPATCH	
12 INTEGR	ATED MODULAR AVIONIC	· c			4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
42-41	CRDC	·	_				Bar
42-41-29	CRDC B14						
42-41-29A	CRDC B14 inoperative	С	1	0	May be inope	rative provided that:	1
	and no other				,	er CPIOM or CRDC	j
	CRDC/CPIOM inoperative					ch messages are yed on the <u>DISPATCH</u>	
	Порстанис				page,		
					· ·	door 4R lock monitoring is	
					consid	lered inoperative.	ı
						52-71-02, Cabin Door	
					Lock Monitorii	ng.	ı
42-41-29B	CRDC B14 inoperative	В	1	0		rative provided that:	ļ
	combined with another CRDC/CPIOM					ne other CRDC or her CPIOM is failed in	I
	inoperative					on to CRDC B14 and is	
						the authorized	
						nations as given in the ated (O) procedure, and	1
						door 4R lock monitoring is	j
					,	lered inoperative.	I
						52-71-02, Cabin Door	
					Lock Monitorii	ng.	I

LLC DEDAD	TMENT OF TRANSPORT	^ TIOI	\ I				
U.S. DEPAR	TMENT OF TRANSPORTA	41101	N		MASTE	R MINIMUM EQUIPMENT	гист
FEDERAL A	VIATION ADMINISTRATIO	N			MAGIL	IN WINNIWOW EQUIT WENT	LIGI
AIRCRAFT:		_	VISIC	N NC	O. 3	PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	44-1	
		ММ	EL T	ABL	E KEY		
CVCTEM 0		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	NUN	BER INSTALLI	ED	
NO.	I I LIVI			3. N		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
44. CABIN S			ı	1	ı		Change
Sequence No.	Item	1	2	3	4		Bar
44-01	CABIN Overhead Panel						
44-01-01 ***	LANDSCAPE CAMERA pb-sw OFF light						
44-01-01A		D	1	0	May be inope	rative.	
44-01-02	LAVATORY OCCPD light						
44-01-02A		D	1	0	May be inope	rative.	
44-01-03 ***	PAX INFO pb-sw OFF light						
44-01-03A		D	1	0	May be inope	rative.	
44-01-04 ***	MOBILE COM pb-sw OFF light						
44-01-04A		D	1	0	May be inope	rative.	

AIRCRAFT:  A  SYSTEM &  SEQUENCE  NO.	Airbus A350	'\_'		<b></b>	IO. 3 PAGE NO.	
SEQUENCE	_	Ì	DAT		2/16/2018 44-2	
SEQUENCE		_			E KEY	
		1. F			CATEGORY	
NO.	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATC	Н
100707070					4. REMARKS OR EXCEPTIONS	
44. CABIN SY				ı		Chang
	CALLS Overhead	1	2	3	4	Bar
44-02	CALLS Overhead Panel					
44-02-01	CALLS EMER pb CALL light					
44-02-01A		С	1	0	May be inoperative.	
44-02-02	CALLS EMER pb ON light		,			
44-02-02A		С	1	0	May be inoperative.	
44-02-31	CALLS ALL pb					
44-02-31A		С	1	0	(O) May be inoperative.	
44-02-32	CALLS EMER pb					
44-02-32A		С	1	0	(O) May be inoperative.	
44-02-33	CALLS FWD(MID)(EXIT)(AFT) pb					
44-02-33A		С	4	0	(O) One or more may be inoperative.	
44-02-34	CALLS MECH CALL pb					
44-02-34A		С	1	0	(O) May be inoperative.	
44-02-35	CALLS PURS pb					
44-02-35A		С	1	0	(O) May be inoperative.	
44-02-36 ***	CALLS FLT(CAB) REST pb					
44-02-36A		С	2	0	(O) One or both may be inoperative.	

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI.				
U.S. DEPAR	TIMENT OF TRANSPORTA	XI IOI	N		MASTE	R MINIMUM EQUIPMEN	ITLIST
	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE\		DN N		PAGE NO.	
	Airbus A350		DAT	E: 02	2/16/2018	44-3	
					E KEY		
SYSTEM &		1. F			CATEGORY	-D	
SEQUENCE	ITEM		2. r		BER INSTALLI	UIRED FOR DISPATCH	
NO.				3. I		OR EXCEPTIONS	
44. CABIN S	YSTEMS				1 4. I (EW) (I (I (C	OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
44-03	EVAC Overhead Panel						Dui
44-03-01	COMMAND pb-sw						
***	EVAC light						
44-03-01A		D	1	0	May be inope	rative.	
44-03-02	COMMAND pb-sw						
***	ON light						
44-03-02A		D	1	0	May be inope	rative.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 44-4	
		ммі	FI T	ΔRI	E KEY		
Kartanota (2001)					ATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
44. CABIN S	YSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
44-04	Maintenance Overhead Panel						
44-04-01	SVCE INT OVRD pb ON light						
44-04-01A		D	1	0	May be inope	rative.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO			<del></del>			
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 44-5	
		ММ	EL T	ABL	E KEY		
OVOTENA		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM.		2. N	NUM	BER INSTALLI	ED	
NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
140.					4. REMARKS	OR EXCEPTIONS	
44. CABIN S	YSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
44-10	Cabin Core System						
44-10-01	CIDS Director						
44-10-01A		А	2	1		be inoperative for re calendar-days.	
					NOTE: Applic	ation of the maintenance	
						dure, to deactivate the	
					failed	CIDS Director, is only	
						sary in the case of	
					disturk	pance of the CIDS function.	

AIRCRAFT:	Airbus A	<u>ADMINISTRA'</u> 850				O. 3 2/16/2018	PAGE NO. 44-6			
	711100071		BABAI			E KEY	110			
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
44. CABIN S	1		<u> </u>			Ι.		Chang		
Sequence No.	Item		1	2	3	4		Bar		
44-11	DEU A									
44-11-01	DEU A									
44-11-01A			С	_	_	provided that the failed DE inoperative. Refer to Item (No Smoking Device, Faste Seat).	ore may be inoperative the items associated with U A are considered  33-26-01, Cabin Sign, No Portable/Electronic en Seat Belt, Return to			
						Refer to Item Rest Compar No Portable/I	33-26-02, Lavatory Sign eat).  33-26-03, Cabin Crew tment Sign (No Smoking, Electronic Device, asten Seat Belt).			
						Refer to Item Compartmen	33-26-04, Flightcrew Rest t Sign (No Smoking, Electronic Device,			
						Refer to Item	44-13-01, Lavatory Call.	1		
						Refer to Item	44-13-02, Passenger Call.			
						Refer to Item Loudspeaker	44-14-01, Cabin			
						Refer to Item Loudspeaker	44-14-02, Lavatory			
						Refer to Item Loudspeaker	44-14-03, CRC			
							ocation of the affected area cated on the FAP System age.			

U.S. DEPAR	TMENT (	OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT I	LIST
	VIATION	ADMINISTRATIO		"014			T D 4 0 5 1 1 0	
AIRCRAFT:	Airbus A	350	RE			IO. 3 2/16/2018	PAGE NO. 44-7	
	711124071		ММ			E KEY	117	
						CATEGORY		
SYSTEM & SEQUENCE		ITEM				BER INSTALL	ED	
NO.		I I LIVI			3.1		UIRED FOR DISPATCH	
44. CABIN S	VCTEMC					4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item		1	2	3	4		Chang
44-12	DEU B			_		•		Bar
44-12-01	DEU B							
44-12-01A			С	_	_	provided that	ore may be inoperative the items associated with UB are considered	
						Refer to Item Detection.	26-17-01, Lavatory Smoke	
						Refer to Item	44-15-02, Cabin Handset.	
						Refer to Item	44-15-03, CRC Handset.	
							44-18-01, Emergency ignaling System.	
						Refer to Item Crew Alerting	44-18-02, Emergency System.	
						Refer to Item	44-19-04, Area Call Panel.	
						Refer to Item Indication Par	44-19-05, Attendant nel.	
						Refer to Item Attendant Par	44-19-06, Additional nel.	
							ocation of the affected area cated on the FAP System age.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V						
			•		MASTE	R MINIMUM EQUIPMENT	ΓLIST		
	VIATION ADMINISTRATIO		//СІС	N 1 A C	0.2	DACENO			
AIRCRAFT:	Airbus A350	KE	REVISION NO. 3 PAGE NO. DATE: 02/16/2018 44-8						
		ММ			E KEY				
0)/07514.0					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI				
NO.	TT EIVI			3. N		UIRED FOR DISPATCH			
44. CABIN S	YSTEMS				4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Change		
44-13	Cabin Individual Call						Bar		
44-13-01	Lavatory Call								
44-13-01A		D	_	0	One or more	may be inoperative.			
44-13-02	Passenger Call								
44-13-02A		D	_	0	One or more	may be inoperative.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT I	IST
FEDERAL A	VIATION ADMINISTRATIO	N			W/XOTE	it minimon Egon ment i	_101
AIRCRAFT:	Airbus A350				O. 3 2/16/2018	PAGE NO. 44-9	
		ммі	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
44. CABIN S	YSTEMS				7. INEWARKO	ON EXOLI HONO	
Sequence No.	Item	1	2	3	4		Change Bar
44-14	Loudspeakers						Dai
44-14-01	Cabin Loudspeaker						
44-14-01A		С	ı	_	provided that	ore may be inoperative no seat is occupied from enger cannot clearly hear a nouncement.	
44-14-02	Lavatory Loudspeaker						
44-14-02A		С	1	0		operative provided that sedures are established	
44-14-03	CRC Loudspeaker						
44-14-03A	Alternate procedure established and used for CRC loudspeaker	С	-	0		ore may be inoperative alternate procedures are nd used.	
44-14-03B	Associated bed or seat not used	D		0	provided that 1) The as placar used,	may be inoperative ssociated bed or seat is ded inoperative and is not and dures do not require its	

TMENT OF TRANSPORTA	\TIOI	VI.				
TWENT OF TRANSPORTA	XI IOI	V		MASTE	R MINIMUM EQUIPMENT I	LIST
VIATION ADMINISTRATIO	Ν					
	RE\	PAGE NO.				
Airbus A350		DAT	E: 02	2/16/2018	44-10	
	MMI	EL T	ABL	E KEY		
	1. F					
ITEM		2. N				
			3. N			
VSTEMS				4. KEWAKKS	OR EXCEPTIONS	
	1	2	2	14		Change
	'	2	3	4		Bar
папизетз						
Cockpit Handset						
RMP used	С	1	0	RMP is used	for communication	
Procedures do not require cockpit handset use	D	1	0			
Cabin Handset						
	В	8	4	1) One h norma doors, 2) Alterna proced flight a establi  NOTE 1: An oinop shall the r	andset must operate Illy at each pair of exit and ate communications dures between the affected attendants station(s) are ished and used. Operative handset at an erative flight attendant seat I not be counted to satisfy minimum required. handset(s) function(s) that	
	Airbus A350  ITEM  YSTEMS  Item  Handsets  Cockpit Handset  RMP used  Procedures do not require cockpit handset use	Airbus A350  MMI  ITEM  ITEM  1. F  ITEM  1 Handsets  Cockpit Handset  RMP used  C  Procedures do not require cockpit handset use  Cabin Handset	Airbus A350  MMEL T  ITEM  1. REPA 2. N  YSTEMS  Item 1 2  Handsets  Cockpit Handset  RMP used  C 1  Procedures do not require cockpit handset use  Cabin Handset	Airbus A350  REVISION N DATE: 0:  MMEL TABL  1. REPAIR 0 2. NUM 3. N  YSTEMS  Item 1 2 3  Handsets  Cockpit Handset  RMP used C 1 0  Procedures do not require cockpit handset use  Cabin Handset	Airbus A350  REVISION NO. 3 DATE: 02/16/2018  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLI 3. NUMBER REQI 4. REMARKS  YSTEMS  Item 1 2 3 4  Handsets  Cockpit Handset  RMP used  Procedures do not require cockpit handset use  Cabin Handset  B 8 4 (O) May be inope procedures do not normal doors, 2) Alterna proced flight a establi normal doors, 2) Alterna proced flight a e	MASTER MINIMUM EQUIPMENT IN MINIMUM AND ADMINISTRATION  REVISION NO. 3 PAGE NO. DATE: 02/16/2018 44-10    MMEL TABLE KEY

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\	VISIC DAT		O. 3 2/16/2018	PAGE NO. 44-11	
		ммі	FL T	ΔRI	E KEY		
121.00 (2122) 20100000		_			ATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
44. CABIN S	YSTEMS	-					
Sequence No.	Item	1	2	3	4		Change Bar
44-15	Handsets						
44-15-03 ***	CRC Handset						
44-15-03A	Operator's procedures do not require its use.	D	-	0		may be inoperative operator's procedures do use.	   
44-15-03B	Alternate procedures are established and used	С	-	0	provided that:  1) The pay operat rest co 2) Alterna	assenger address is cive in the affected crew ompartment, and ate procedures are ished and used.	       
44-15-03C	Affected CRC locked closed	D		0	provided that:  1) The as compare and is  2) Proceed	may be inoperative ssociated crew rest artment is locked closed placarded inoperative, and dures do not require use of ected compartment.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT L	JIST
	VIATION ADMINISTRATIO		"016		•	D. 05. NO.	
AIRCRAFT:	Airbus A350	KE	/ISIC		O. 3 2/16/2018	PAGE NO. 44-12	
		MMI	EL T	ABL	E KEY		
OVOTENA		1. F	REP/	AIR C	CATEGORY		
SYSTEM &	ITEM 4		2. N	IUMI	BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
44. CABIN S	YSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
44-16	Prerecorded Announcement and Music Reproducer (PRAM)						
44-16-01	Prerecorded Announcement and Music Reproducer						
44-16-01A	Alternate procedures are established and used for prerecorded announcement and music reproducer	С	1	0		operative provided that cedures are established	
44-16-01B	Procedures do not require prerecorded announcement and music reproducer use	D	1	0		rative provided that o not require its use.	

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION											
AIRCRAFT:			/ISIC			PAGE NO.						
	Airbus A350				2/16/2018	44-13						
		MMEL TABLE KEY  1. REPAIR CATEGORY										
SYSTEM &		2. NUMBER INSTALLED										
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH						
	VOTE140				4. REMARKS	OR EXCEPTIONS						
44. CABIN S Sequence No.	YSTEMS Item	1	2	3	4		Change					
44-17	Cabin Assignment	'	2	<b>3</b>	4		Bar					
44-17	Module (CAM)											
44-17-01	Cabin Assignment Module											
44-17-01A		D	1	0		rative or missing provided is not needed for a cabin n.						

II S DEDAD	TMENT OF TRANSPORTA	TIO	NI.						
U.S. DEFAIN	TWENT OF TRANSPORTA	VI IOI	<b>'</b>		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO	Ν							
AIRCRAFT:	Airbus A350	RE\	REVISION NO. 3 PAGE NO. 44-14						
		ммі	EL T	ABL	E KEY				
0)/07514.0					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. N	IUMI	BER INSTALL	ED			
NO.	I I ⊏IVI			3. N		UIRED FOR DISPATCH			
					4. REMARKS	OR EXCEPTIONS			
44. CABIN S							Channa		
Sequence No.	Item	1	2	3	4		Change Bar		
44-18	Emergency System								
44-18-01 ***	Emergency Evacuation Signaling System								
44-18-01A		С	1	0		operative provided that sedures are established			
44-18-02 ***	Emergency Crew Alerting System								
44-18-02A		D	1	0	May be inope	rative.			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
					MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3	PAGE NO.			
7411010111	Airbus A350	'\_			2/16/2018	44-15			
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. 1		BER INSTALLI				
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS			
44. CABIN S	YSTEMS				1 4. I (EM) (I (I (C	ON EXCENTIONS			
Sequence No.	Item	1	2	3	4		Change Bar		
44-19	Cabin Crew Panel								
44-19-01	FAP Display Unit								
44-19-01A	At least one FAP DU	D		1	One or more	may be ineperative			
44-19-01A	operative		_	!		may be inoperative at least one FAP display			
	•				unit is operati	ve.			
44-19-01B	One or more FAP DUs	С	_	0	One or more	may be inoperative.			
	inoperative					•			
44-19-02	EMER pb on the FAP								
	Sub Panel								
44-19-02A		D	_	1	One or more	may be inoperative			
					provided that operative.	at least one EMER pb is			
44-19-03	FAP Sub Panel								
44-19-03	FAP Sub Panei								
44-19-03A		D	_	0	One or more	may be inoperative.			
44-19-04	Area Call Panel								
44-19-04A		D	_	0	May be inope	rative.			
44-19-05	Attendant Indication								
	Panel								
44-19-05A		D	_	0	May be inope	rative.			
44-19-06	Additional Attendant								
	Panel								
44-19-06A		D	_	0	One or more	may be inoperative.			
						,			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST			
	VIATION ADMINISTRATIC									
AIRCRAFT:		RE	VISIO			PAGE NO.				
	Airbus A350		DAT	E: 02	2/16/2018	44-16				
		_	MMEL TABLE KEY							
SYSTEM &		1. F	1. REPAIR CATEGORY							
SEQUENCE	ITEM		2. N		BER INSTALLI					
NO.				3. I		UIRED FOR DISPATCH OR EXCEPTIONS				
44. CABIN S	YSTEMS				7. INEMIARKO	ON EXCEL HONG				
Sequence No.	Item	1	2	3	4		Change Bar			
44-50	Cabin Monitoring System						Dui			
44-50-01 ***	Cockpit Door Surveillance System (CDSS)									
44-50-01A	Alternate procedures established and used for CDSS	С	1	0	1) The concept checks and 2) Alternation	operative provided that: ockpit door viewing port is ed to operate normally, ate procedures are ished and used.				
44-50-01B	Procedures do not require CDSS use	D	1	0		rative provided that one not require its use.				
44-50-02 ***	Cabin Video Monitoring System (CVMS)									
44-50-02A		D	1	0	May be inope	rative.				
44-50-03 ***	CVMS pb ON light									
44-50-03A		D	2	0	One or both n	nay be inoperative.				

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 46-1
	711154571666	ММ			E KEY	10 1
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
	ATION SYSTEMS	1				16
Sequence No.	Item	1	2	3	4	C
46-01 46-01-01	OIS Overhead Panel OIS DATA TO AVNCS pb-sw OFF light					
46-01-01A		С	1	0	May be inope	rative.
46-01-02	OIS GATELINK pb-sw OFF light					
46-01-02A		С	1	0	May be inope	rative.
46-01-03	CAB DATA TO OIS pb-sw OFF light					
46-01-03A		С	1	0	May be inope	rative.

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U.S. DEPAR	TMENT OF TRANSPORTA	(TIOI	N		MASTE	R MINIMUM EQUIPMEN	TUST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:		RE\			O. 3	PAGE NO.	
	Airbus A350				2/16/2018	46-2	
		_			E KEY		
SYSTEM &		1. F			CATEGORY	-n	
SEQUENCE	ITEM		2. r		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. I		OR EXCEPTIONS	
46. INFORMA	ATION SYSTEMS				4.112///	OK EXCENTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
46-02	COM MAINTENANCE Overhead Panel						
46-02-01	GND CONNECTION pb-sw ON light						
46-02-01A		С	1	0	May be inope	rative.	

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI.				
U.S. DEFAIL	TIVILINI OF TRANSFORTA	VI IOI	V		MASTE	R MINIMUM EQUIPMEN	NT LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Aimburg A250	RE\			O. 3	PAGE NO.	
	Airbus A350				2/16/2018	46-3	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	=n	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				•		OR EXCEPTIONS	
46. INFORM	ATION SYSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
46-03	ACMS Overhead Panel						
46-03-01	ACMS TRIGGER pb						
46-03-01A		D	1	0	May be inope	rative.	

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U.S. DEPAR	TMENT OF TRANSPORTA	(TIOI	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 46-4	
	711100071000					10 1	
		_			E KEY		
SYSTEM &		1. F			CATEGORY	TD.	
SEQUENCE	ITEM		2. ľ		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. I		OR EXCEPTIONS	
46. INFORM	ATION SYSTEMS				1 4. INLIVIATINO	ON EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
46-10	Information Core Systems						
46-10-01	Data Transfer between OIS and Avionics						
46-10-01A		С	1	0		operative provided that cedures are established	
46-10-02	Redundancy on OIS AVNCS Server (ASFC)						
46-10-02A		D	1	0	May be inope	rative.	
46-10-03	Redundancy on OIS CAB&MAINT Server (OSFC)						
46-10-03A		D	1	0	(O) May be in	operative.	

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u>  </u>	)NI N	IO. 3 PAGE NO.					
AIINOINAI I.	Airbus A350	I \L		ATE: 02/16/2018 46-5						
			MEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
46. INFORM	ATION SYSTEMS				4. KLIMAKKS OK EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chang Bar				
46-20	Cockpit Information Systems									
46-20-01	COMPANY COM									
46-20-01A		С	1	0	(O) May be inoperative provided that alternate procedures are established and used.					
46-20-02 ***	EFB Docking Station/Mount									
46-20-02A		С	_	0	(O) One or more may be inoperative provided that alternate procedures are established and used.					
46-20-03	Flightcrew				Deleted, Revision 3.					
	Applications				NOTE: Out-of-currency or invalid data or application can be managed as Administration Control Item (ACI).	     				
46-20-04	OIS Keyboard									
46-20-04A		С	2	0	(O) One or more may be inoperative.					
46-20-05	Printer									
46-20-05A	Operator's procedures do not require printer's use	D	1	0	May be inoperative provided that Operator's procedures do not require its use.					
46-20-05B	Alternate procedures for printer are established and used	С	1	0	(O) May be inoperative provided that alternate procedures are established and used.					

	VIATION ADMINISTRATIO									
AIRCRAFT:	Airbus A350	RE'	EVISION NO. 3 PAGE NO. 46-6							
	Allbus Aoso	ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
46. INFORM	ATION SYSTEMS				4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chan				
46-20	Cockpit Information Systems									
46-20-06 ***	Third EFB Stowage Box									
46-20-06A		D	1	0	(O) May be inoperative.					
46-20-07	EFB									
46-20-07A	Two EFBs installed	С	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.	I				
46-20-07B ***	Third EFB installed	D	1	0	Third EFB may be inoperative.					
46-20-08	AVNCS/EFB switch									
46-20-08A	OIS keyboard operative on the affected side(s)	С	2	0	(O) One or both may be inoperative provided that the associated OIS keyboard is operative.	   				
46-20-08B	OIS keyboard inoperative on the affected side(s)	С	2	0	(O) One or both may be inoperative provided that alternate procedures are established and used.					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT L	IST		
	VIATION ADMINISTRATIO								
AIRCRAFT:	Airbus A350	REVISION NO. 3 DATE: 02/16/2				PAGE NO. 46-7			
		ммі	EL T	ABL	E KEY				
					CATEGORY				
SYSTEM &	17514	2. NUMBER INSTALLED							
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH			
NO.					4. REMARKS	OR EXCEPTIONS			
46. INFORM	ATION SYSTEMS								
Sequence No.	Item	1	2	3	4		Change Bar		
46-21	Air Traffic Control (ATC) System								
46-21-01	ATC Datalink								
46-21-01A	Procedures do not require the use of the ATC datalink	D	1	0		operative provided that one not require the use of			
46-21-01B	Alternate procedures are established and used for ATC communications	С	1	0	alternate proc	operative provided that cedures are established ATC communications.			
46-21-02	ADS-C Datalink								
46-21-02A		D	1	0	May be inope	rative.			
46-21-03	ATC MSG pb								
46-21-03A	One ATC MSG pb inoperative	D	2	1	One may be i	noperative.			
46-21-03B	Both ATC MSG pbs inoperative and procedures do not require the use of the ATC datalink	D	2	0		be inoperative provided es do not require the use atalink.			
46-21-03C	Both ATC MSG pbs inoperative and alternate procedures are established and used	С	2	0	that alternate	be inoperative provided procedures are nd used for the use of ATC			

	Airbus A350				O. 3 2/16/2018	PAGE NO. 46-8
(LIAN-LET STORE) - SUBJECTION VICTO	711100371000	ММ			E KEY	+0 0
YSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS
6. INFORM	ATION SYSTEMS					
equence No.	Item	1	2	3	4	CI
6-25	Onboard Information System (OIS)					,
6-25-01	OIS Display					
6-25-01A		С	2	0	(O) One or bo	oth may be inoperative.
6-25-02	OIS Display on the OUTER DU					
6-25-02A	OIS ON CENTER pb-sw operative on the affected side	С	2	0	provided that	oth may be inoperative the OIS ON CENTER ative on the affected side.
6-25-02B	OIS ON CENTER pb-sw inoperative on the affected side	С	2	0	provided that	nay be inoperative the OIS session is operative on the affected
					Refer to Item	46-25-01, OIS Display.

	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION											
AIRCRAFT:	Airbus A350			DN N	O. 3 2/16/2018	PAGE NO. 46-9						
	Allbus A350	BABAI				40-9						
					E KEY CATEGORY							
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED										
NO.	I I CIVI	3. NUMBER REQUIRED FOR DISPATCH										
46. INFORMATION SYSTEMS												
Sequence No.	Item	1	2	3	4		Change Bar					
46-30	Maintenance Information Systems						<b>Dui</b>					
46-30-01	Maintenance				Deleted, Revi	sion 3						
40-30-01	Applications				Deleted, Nevi	SIO(1 ).	ı					
					NOTE: Out-of	-currency or invalid data or						
					Admin	ation can be managed as istration Control Item						
					(ACI).		j					
46-30-02	OMT											
46-30-02A		С	1	0	May be inope	rative.						

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 3	PAGE NO.		
	Airbus A350		DAT	E: 02	2/16/2018	46-10		
					E KEY			
SYSTEM &		1. F			ATEGORY	-D		
SEQUENCE	ITEM		2. ľ		BER INSTALLE	UIRED FOR DISPATCH		
NO.		4. REMARKS OR EXCEPTIONS						
46. INFORM	ATION SYSTEMS	1						
Sequence No.	Item	1	2	3	4		Change Bar	
46-40	Cabin Information Systems							
46-40-01	Cabin Applications							
46-40-01A	Cabin Applications	D				ore may be inoperative alternate procedures are nd used.		

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATIC						
AIRCRAFT:	Airbus A350	RE\		ON N E: 02	O. 3 2/16/2018	PAGE NO. 46-11	
		мм	EL T	ABL	E KEY		
121.00 (2122) 20100000		_			CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
46. INFORM	ATION SYSTEMS						
Sequence No.	Item	1	2	3	4		Change Bar
46-50	Miscellaneous Information Systems						
	-						
46-50-01	SPP						
46-50-01A		С	1	0	May be inope	rative.	
		1	ĺ				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT LIST			
FEDERAL A	VIATION ADMINISTRATIO	N							
AIRCRAFT:		RE\			O. 2	PAGE NO.			
	Airbus A350		DAT	E: 10	0/04/2017	47-1			
		MMEL TABLE KEY							
SYSTEM &		1. F			CATEGORY	-D			
SEQUENCE	ITEM	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH							
NO.				J. I		OR EXCEPTIONS			
47. INERT G	AS SYSTEM				T. INLINIATINO	ON EXCEL HONG			
Sequence No.	Item	1	2	3	4	Change Bar			
47-10	Generation/Storage					Dai			
47-10-01	Fuel Inerting System				Deleted, Revi	sion 2.			

AIRCRAFT:		RE\	VISIO	N NC	O. Original PAGE NO.	
	Airbus A350				5/12/2016 49-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISP 4. REMARKS OR EXCEPTIONS	
49. AIRBOF	RNE AUXILIARY POWER				4. NEMANNS ON EXCEPTION	<b>.</b>
Sequence No.	Item	1	2	3	4	Chang Bar
49-01	APU Overhead Panel					
49-01-01	APU MASTER SW pb-sw FAULT light					
49-01-01A		С	1	0	May be inoperative.	
49-01-02	APU MASTER SW pb-sw ON light					
49-01-02A		С	1	0	(O) May be inoperative.	
49-01-03	APU START pb ON light					
49-01-03A		С	1	0	May be inoperative.	
49-01-04	APU START pb AVAIL light					
49-01-04A		С	1	0	May be inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMEN	T LIST	
	VIATION ADMINISTRATIO							
AIRCRAFT:	Airbus A350	RE'	VISIC DAT	ON N E: 0	O. Original 5/12/2016	PAGE NO. 49-2		
		мм	EL T	ABL	E KEY	L		
CVCTEM		_			CATEGORY			
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI			
NO.		3. NUMBER REQUIRED FOR DISPATCH						
40 AIDDOD	NE ALIVILLADY DOMED				4. REMARKS	OR EXCEPTIONS		
	NE AUXILIARY POWER	1 4					Change	
Sequence No.	A DUL Maintanana	1	2	3	4		Bar	
49-02	APU Maintenance Overhead Panel							
49-02-01	APU ECON MODE pb ON light							
49-02-01A		D	1	0	May be inope	rative.		
49-02-31	APU ECON MODE pb							
49-02-31A		D	1	0	May be inope	rative.		

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO		"016		0.011.1	2105110			
AIRCRAFT:	Aimburg A250	RE			O. Original	PAGE NO.			
	Airbus A350		DAI	E: 0:	5/12/2016	49-3			
		MMEL TABLE KEY							
SYSTEM &		1. REPAIR CATEGORY							
SEQUENCE	ITEM		2. N		BER INSTALL				
NO.				3. N		UIRED FOR DISPATCH			
40 AIDDODI	NE ALIVILLARY ROWER				4. REMARKS	OR EXCEPTIONS			
	NE AUXILIARY POWER	<u> </u>			<del></del>		Change		
Sequence No.	Item	1	2	3	4		Bar		
49-07	Indications on the APU SD page								
49-07-01	APU GEN Indications on the <u>APU</u> SD page								
49-07-01A		С	3	0	frequency) of	indications (load, voltage, the APU GEN may be in the <u>APU</u> SD page.			

AIRCRAFT:	Airbus A350	RE'			O. Original 5/12/2016	PAGE NO. 49-4	
	711100371000	ММ			E KEY	10 1	
SYSTEM &			REP/	AIR C	CATEGORY		
EQUENCE NO.	ITEM		2.1			UIRED FOR DISPATCH OR EXCEPTIONS	
49. AIRBOR	NE AUXILIARY POWER			<u> </u>		OK EXCEL HONC	
equence No.	Item	1	2	3	4		Ch
49-09	Dispatch Messages						
49-09-01	APU DUAL POWER SUPPLY Message						
49-09-01A		С	_	_	May be displa page.	ayed on the <u>DISPATCH</u>	
49-09-02	APU OIL FILTER Message						
49-09-02A		С	_	_	May be displa page.	ayed on the <u>DISPATCH</u>	

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. Original 5/12/2016	PAGE NO. 49-5	
		ммі	EI T	ΛRI	E KEY	L	
X200.000.000.000.000					CATEGORY		
SYSTEM &		١. ١			BER INSTALLI	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
49. AIRBOR	NE AUXILIARY POWER	1					
Sequence No.	Item	1	2	3	4		Change Bar
49-10	Powerplant						
49-10-01	APU Powerplant						
49-10-01A		С	1	0	(O) May be in	operative provided that	
+3-10-01A			'		ETOPS beyor	nd 180 minutes is not	
					conducted.		

TMENT OF TRANSPORTA	TIOI	N			
				MASTER MINIMUM EQUIPMENT L	JIST
IVIATION ADMINISTRATIO		VISIO	ON N	O. Original PAGE NO.	
Airbus A350					
ITEM	2. NUMBER INSTALLED				
NE AUXILIARY POWER					
Item	1	2	3	4	Change Bar
Air Intake System					
APU Air-Intake Flap					
APU air-intake flap deactivated in the open position	С	1	0	(M)(O) May be inoperative provided that the air-intake flap of the APU is deactivated in the open position.	
APU air-intake flap inoperative in the closed position	С	1	0	May be inoperative in the closed position provided that the APU is considered inoperative.	
				Refer to Item 49-10-01, APU Powerplant.	
APU air-intake flap deactivated in the closed position	С	1	0	<ul> <li>(M) May be inoperative provided that: <ol> <li>The air-intake flap of the APU is deactivated in the closed position, and</li> <li>The APU is considered inoperative.</li> </ol> </li> <li>Refer to Item 49-10-01, APU Powerplant.</li> </ul>	
	Airbus A350  ITEM  NE AUXILIARY POWER  Item  Air Intake System  APU Air-Intake Flap deactivated in the open position  APU air-intake flap inoperative in the closed position  APU air-intake flap inoperative in the closed position	Airbus A350  MM  ITEM  NE AUXILIARY POWER  Item 1  Air Intake System  APU Air-Intake Flap deactivated in the open position  APU air-intake flap inoperative in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap inoperative in the closed position  APU air-intake flap inoperative in the closed position  APU air-intake flap deactivated in the	Airbus A350  MMEL T  1. REP  2. I  NE AUXILIARY POWER  Item 1 2  Air Intake System  APU Air-Intake Flap deactivated in the open position  APU air-intake flap inoperative in the closed position  APU air-intake flap deactivated in the open position  C 1  APU air-intake flap deactivated in the closed	Airbus A350    NE AUXILIARY POWER   Item	Air Intake System APU air-intake flap inoperative in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position  APU air-intake flap deactivated in the closed position provided that the APU is considered inoperative.  Refer to Item 49-10-01, APU powerplant.  C 1 0 (M) (M) (M) May be inoperative provided that:  1) The air-intake flap of the APU is deactivated in the closed position, and  2) The APU is considered inoperative.  Refer to Item 49-10-01, APU  Refer to Item 49-10-01, APU

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQ	UIPMENT LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE'			O. Original 5/12/2016	PAGE NO.	)-7
		мм	FI T	ΔΒΙ	E KEY		
Kartanota (2001)		_			CATEGORY		
SYSTEM &					BER INSTALLI	ΞD	
SEQUENCE	ITEM					UIRED FOR DIS	PATCH
NO.				5000000		OR EXCEPTIO	
49. AIRBORI	NE AUXILIARY POWER						
Sequence No.	Item	1	2	3	4		Change Bar
49-40	APU Ignition and Starting						
49-40-01	APU Starter Power Unit						
49-40-01A		С	1	0	(O) May be in	operative.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION		"016	<u> </u>	0.0	DAGENO	
AIRCRAFT:	Airbus A350	RE			O. Original 5/12/2016	PAGE NO. 49-8	
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F	REP/	AIR C	CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLI		
NO.	112			3. N		UIRED FOR DISPATCH	
49 AIRROR	NE AUXILIARY POWER				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
49-62	APU Emergency Shutdown						Dai
49-62-01	APU SHUT OFF sw (Nose L/G Panel)						
49-62-01A		С	1	0	(O) May be in	operative.	
49-62-02	APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)						
49-62-02A		C	1	0	(O) May be in	operative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT I	₋IST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. Original 5/12/2016	PAGE NO. 49-9	
		ммі	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
49. AIRBORI	NE AUXILIARY POWER			9	1 4. INEW/ INTO	OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
49-90	APU Oil						Dai
49-90-01	APU Oil Level Sensor						
49-90-01A	APU not used	С	1	0	1) Proced the AF 2) ETOP	operative provided that: dures do not require use of PU, and S beyond 180 minutes is nducted.	
49-90-01B	APU used	С	1	0		operative provided that the tity is verified adequate that day.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Airbus A350				O. Original PAGE NO. 5/12/2016 50-1				
		мм	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPA		2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
50. CARGO AND ACCESSORY COMPARTMENTS									
Sequence No.	Item	1	2	3	4 Chang Bar				
50-10	Cargo Compartments				'				
50-10-01	Decompression Panel in FWD Cargo Compartment								
50-10-01A		С	_	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.				
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.				
50-10-02	Decompression Panel in AFT/BULK Cargo Compartment								
50-10-02A		С	_	0	(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.				

AIRCRAFT:	VIATION ADMINISTRATIO				O. Original PAGE NO.				
	Airbus A350		DAT	E: 0	5/12/2016 50-2				
					E KEY				
SYSTEM &		1. F		AIR CATEGORY NUMBER INSTALLED					
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.				3. 1	4. REMARKS OR EXCEPTIONS				
50. CARGO	AND ACCESSORY COMF	PART	MEN	TS	14. REMARKS ON EXCELLIONS				
Sequence No.	Item	1	2	3	4	Chang			
50-10	Cargo Compartments								
50-10-03	Lining Panel in FWD Cargo Compartment								
50-10-03A	Damaged lining panel	С	_	0	(O) One or more may be damaged provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.				
50-10-03B	Missing lining panel	С	_	0	(O) One or more may be missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.				

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. Original PAGE NO. 50-3	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM  AND ACCESSORY COMF		2. 1	3. N	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang Bar
50-10	Cargo Compartments					
50-10-04	Lining Panel in AFT/BULK Cargo Compartment					
50-10-04A	Damaged lining panel	С	_	0	<ul> <li>(O) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</li> </ul>	
50-10-04B	Missing lining panel	С		0	(O) One or more may be missing provided procedures are established and used to ensure the AFT and BULK cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

AIRCRAFT:	VIATION ADMINISTRATIC		/ כור	)NI N	NO. Original PAGE NO.			
	Airbus A350				05/12/2016 FAGE NO. 50-4			
		MMI	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE	ITEM	1. F	. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
NO.				J. 1	4. REMARKS OR EXCEPTIONS			
50. CARGO	AND ACCESSORY COMP	ART	MEN	TS				
Sequence No.	Item	1	2	3	4 Ch			
50-10	Cargo Compartments							
50-10-05	Pressure Compensation Valve in FWD Cargo Compartment							
50-10-05A		С	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used			
50-10-06	Pressure Compensation Valve in AFT/BULK Cargo Compartment				as ballast.			
50-10-06A		С	1	0	(O) May be inoperative in the open position provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Airbus A350				NO. Original PAGE NO. 50-5				
		ммі	FI T	ΔΒΙ	E KEY				
0)/07514.0					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED				
NO.	I I LIVI			3. N	NUMBER REQUIRED FOR DISPATCH				
4. REMARKS OR EXCEPTIONS  50. CARGO AND ACCESSORY COMPARTMENTS									
Sequence No.	Item	1	2		4 Change				
50-20	Cargo Loading	•	_	3	Bar				
30-20	Systems (CLS)								
50-20-01	Cargo Semiautomatic Loading System								
50-20-01A		D	_	_	May be inoperative.				
					NOTE: Any part of the cargo loading system that operates normally may be used.				
50-20-02	Cargo Compartment Mechanical Components (Latch, Net, Transport Roller, and Entrance Guide)								
50-20-02A	Cargo compartment used	D	_	_	<ul> <li>(M) May be inoperative or missing provided that:</li> <li>1) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and</li> <li>2) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul>				
50-20-02B	Cargo compartment empty	D	_	_	May be inoperative or missing provided that the associated cargo compartment remains empty.				

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	T LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. 3 2/16/2018	PAGE NO. 52-1	
		ммі	FL T	ΔBI	E KEY		
121010-21221-20101121					CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				0.000000		OR EXCEPTIONS	
52. DOORS					'		
Sequence No.	Item	1	2	3	4		Change Bar
52-01	Maintenance Overhead Panel						<u> </u>
50.04.04							
52-01-01	CKPT DOOR LOCKG SYS pb-sw OFF light						
52-01-01A		С	1	0	May be inope	rative.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. 3 2/16/2018	PAGE NO. 52-2
	Alibus A550	BABAI				J2-Z
SYSTEM &			REP/	AIR C	E KEY CATEGORY BER INSTALLE	D
SEQUENCE NO.	ITEM				UMBER REQU	IIRED FOR DISPATCH OR EXCEPTIONS
52. DOORS						
Sequence No.	Item	1	2	3	4	Ch E
52-07	Indications on the DOOR/OXYGEN SD page					
52-07-01	Cabin Door Position Detection on the DOOR/OXYGEN SD page					
52-07-01A		С	8	0	provided that:  1) ETOPS 2) The ass visually and loc	re may be inoperative  is not conducted, and sociated cabin door is checked closed, latched ked, and ht is not pressurized.
52-07-02	Cargo Door Position Detection on the DOOR/OXYGEN SD page					
52-07-02A		С	3	0	provided that:  1) ETOPS 2) The ass visually and loc and	more may be inoperative  is not conducted, and sociated cargo door is checked closed, latched ked before each flight,  ht is not pressurized.
52-07-03	Escape Hatch Position Detection on the DOOR/OXYGEN SD page					
52-07-03A		С	1	0	the escape hat	inoperative provided that sch is visually checked ched before each flight.

MMEL TABLE KEY  SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY  SEQUENCE NO. ITEM 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  Sequence No. Item 1 2 3 4  Sequence No. Item 1 2 3 4  Sequence No. Item 52-07 Indications on the DOOR/OXYGEN SD page 52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page 52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page 52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page 52-07-05 (M) One or both may be inoperative provided that the external avionics door is visually checked closed and latched before each flight.	AIRCRAFT:	VIATION ADMINISTRATIO				O. 3	PAGE NO.
SYSTEM & SEQUENCE NO.  ITEM  I		Airbus A350					52-3
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  52. DOORS  Sequence No.   Item   1   2   3   4  52-07   Indications on the DOOR/OXYGEN SD page  52-07-04   External Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05   Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page							
SEQUENCE NO.   Sequence No.   Item   1   2   3   4	SYSTEM &		1. F				ED
52. DOORS  Sequence No. Item 1 2 3 4  52-07 Indications on the DOOR/OXYGEN SD page  52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05 C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed		ITEM		2. 1			
Sequence No.   Item   1   2   3   4	NO.						
52-07 Indications on the DOOR/OXYGEN SD page  52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-04A C 1 0 (M)(O) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  52-07-05A C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed	52. DOORS						31, 2, 32, 1131, 3
DOOR/OXYGEN SD page  52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page  C 1 0 (M)(O) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed	Sequence No.	Item	1	2	3	4	Ch
Door Position Detection on the DOOR/OXYGEN SD page  C 1 0 (M)(O) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.  52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed	52-07	DOOR/OXYGEN					
the external avionics door is visually checked closed and latched before each flight.  52-07-05  Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page  C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed	52-07-04	Door Position Detection on the DOOR/OXYGEN					
Position Detection on the DOOR/OXYGEN SD page  C 2 0 (M) One or both may be inoperative provided that the associated internal avionics door is visually checked closed	52-07-04A		С	1	0	the external a	vionics door is visually
provided that the associated internal avionics door is visually checked closed	52-07-05	Position Detection on the DOOR/OXYGEN					
	52-07-05A		С	2	0	provided that avionics door	the associated internal is visually checked closed

SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  52. DOORS	AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				NO. 3 PAGE NO. 52-4	
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  52. DOORS  SEQUENCE NO. Item 1 2 3 4		711100071000	BABAI				
52-10-01 Cabin Door/Slide/Raft  52-10-01 Cabin Door/Slide/Raft  52-10-01 Cabin Door/Slide/Raft  52-10-01 Cabin Door/Slide/Raft  52-10-01 Cabin Door/Slide/Raft  A 8 7 (M)(O) One cabin door/slide/raft may be inoperative or one slide/raft may be missing provided that:  1) All other cabin doors and slide/rafts are fully operational, and  2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding, and  3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and  4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and  5) All passengers are briefed not to use the affected cabin door, and  6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and  7) Seated capacity of remaining pairs of cabin door exits, and  8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's	SEQUENCE NO. 52. DOORS		1. F	2. ľ	AIR ( NUM 3. I	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATC 4. REMARKS OR EXCEPTIONS	Change
52-10-01 Cabin Door/Slide/Raft  52-10-01 Cabin Door/Slide/Raft  A 8 7 ((M)(O) One cabin door/slide/raft may be inoperative or one slide/raft may be missing provided that:  1) All other cabin doors and slide/rafts are fully operational, and  2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding, and  3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and  4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and  5) All passengers are briefed not to use the affected cabin door, and 6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and  7) Seated capacity of remaining pairs of cabin door exits, and  8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's							Bar
inoperative or one slide/raft may be missing provided that:  1) All other cabin doors and slide/rafts are fully operational, and  2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding, and  3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and  4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and  5) All passengers are briefed not to use the affected cabin door, and  6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and  7) Seated capacity does not exceed rated capacity of remaining pairs of cabin door exits, and  8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's		_					
	52-10-01A		A	8	7	inoperative or one slide/raft may be missing provided that:  1) All other cabin doors and slide/rafts are fully operational and  2) The affected cabin door is not used for any purpose while passengers are onboard, including passenger boarding and  3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and  4) The emergency exit sign and floor proximity lights associate with the inoperative cabin door are covered to obscure the sign and lights, and  5) All passengers are briefed now use the affected cabin door, and  6) Conspicuous signs and placa are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and  7) Seated capacity does not excrated capacity of remaining passon of cabin door exits, and  8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office inclusion in the operator's	I,  r  tt  ed  or  gns  t to  nd  rds  eed  airs

SYSTEM & SEQUENCE NO.  52. DOORS  Sequence No. It 152-10	ITEM  tem  Passenger/Crew  Cabin Door/Slide/Raft (Cont'd)	_	EL T	ABL AIR C		ED SUIRED FOR DISPATCH SOR EXCEPTIONS	Change
SEQUENCE NO.  52. DOORS  Sequence No.   It	tem Passenger/Crew Cabin Door/Slide/Raft	1. F	2. ľ	AIR O NUM 3. N	CATEGORY BER INSTALL NUMBER REQ 4. REMARKS	UIRED FOR DISPATCH	
52-10   52-10-01   6	Passenger/Crew Cabin Door/Slide/Raft	1	2	3		S OR EXCEPTIONS	
52-10   52-10-01   6	Passenger/Crew Cabin Door/Slide/Raft	1	2	3	4		
52-10 52-10-01	Passenger/Crew Cabin Door/Slide/Raft				•		
52-10-01	Cabin Door/Slide/Raft						Bar
52-10-01A							
					the ned directic cabin width and p "DO N board affecte Main paisles be blocabin blocked extendent red betwee For an door/s seatin the affline had doors 10) For exception operation exception additional management of the slide/respective and additional management of the slide/respective and additional management of the slide/respective and additional management of the slide/respective and additional management of the slide/respective and single-respective and	ssenger seats halfway to ext cabin door in each ion from the inoperative door and across the entire of the airplane are blocked lacarded NOT OCCUPY" prior to ing passengers. Only these ed seats are to be blocked. passenger aisles, cross, and exit areas must not ocked. (For an inoperative door/slide/raft 1, the ed seating area shall d from the forward cabin earward to a line halfway een cabin doors 1 and 2. In inoperative cabin slide/raft 4, the blocked ag area shall extend from the cabin end forward to a calfway between cabin 4 and 3), and extended overwater tions, occupancy does not eat the normal rated capacity remaining operative rafts nor the rated overload city of the slide/rafts ning after loss of one onal slide/raft of greatest city, whichever is least, and	

MMEL TABLE KEY  SYSTEM & SEQUENCE NO.  ITEM  SEQUENCE NO.  ITEM  1 REPAIR CATEGORY  2 NUMBER INSTALLED  3 NUMBER REQUIRED FOR DISPATCH  4 REMARKS OR EXCEPTIONS  Sequence No.  Item  1 2 3 4  S2-10-01 Cabin Door/Slide/Raft (Cont'd)  52-10-01A  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  C 8 0 One or more may be inoperative.	AIRCRAFT:	Airbus A350	RE			IO. 3 2/16/2018	PAGE NO. 52-6	
SYSTEM &   ITEM		Alibus Abbu	BABAI				32-0	
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  52-10 Passenger/Crew 52-10-01 Cabin Door/Slide/Raft (Cont'd)  52-10-02 Cabin Door Damper Function  52-10-03 Cabin Door Emergency Opening Function  52-10-03A  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  8								
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  52-DOORS  52-10 Passenger/Crew  52-10-01 Cabin Door/Slide/Raft (Cont'd)  52-10-01A  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin		10222777	'''				ED	
S2. DOORS  Sequence No.   Item		ITEM						
Sequence No. Item 1 2 3 4  52-10 Passenger/Crew  52-10-01 Cabin Door/Slide/Raft (Cont'd)  52-10-01A  52-10-01A  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  52-10-03A  Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	NO.							
52-10 Passenger/Crew 52-10-01 Cabin Door/Slide/Raft (Cont'd)  52-10-01A  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52. DOORS							
52-10-01 Cabin Door/Slide/Raft (Cont'd)  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	Sequence No.	Item	1	2	3	4		
(Cont'd)  11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  C 8 0 One or more may be inoperative.  52-10-03A  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10	Passenger/Crew						
Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day.  NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10-01							
stationed in the vicinity of each door within blocked areas.  52-10-02 Cabin Door Damper Function  C 8 0 One or more may be inoperative.  52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10-01A					Manifo to ens limits 12) Repai	est is revised as necessary sure that proper loading are observed, and rs are made within	
Function  52-10-02A  Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin						station	ned in the vicinity of each	
52-10-03 Cabin Door Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10-02							
Emergency Opening Function  A 8 7 One may be inoperative provided that the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10-02A		С	8	0	One or more	may be inoperative.	
the associated cabin door is considered inoperative.  Refer to Item 52-10-01, Cabin	52-10-03	Emergency Opening						
	52-10-03A		A	8	7	the associate		

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIC	N			IVIASTEI	R MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	Airbus A350		VISIO DAT		O. 3 2/16/2018	PAGE NO. 52-7	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ID JIRED FOR DISPATCH OR EXCEPTIONS	
52. DOORS		1	<u> </u>		,		
Sequence No.	Item	1	2	3	4		Change Bar
52-10	Passenger/Crew						
52-10-04	Cabin Door LOCKED/UNLOCKED Flag						
52-10-04A		С	16	8	inoperative pro  1) The as visually and loc dispate cabin c  2) The as monito 3) The as	abin door may be ovided that: sociated cabin door is checked closed, latched cked before the first MEL ch and then each time this door is opened, and sociated cabin door lock ring is operative, and sociated cabin door n detection is operative.	
52-10-05	Cabin Door Stay Mechanism (Gust Lock Function)						
52-10-05A		A	8	7	the associated inoperative.	noperative provided that I cabin door is considered	
50.40.00	Oakin Dana Otan				Door/Slide/Rat	52-10-01, Cabin ft.	
52-10-06	Cabin Door Stop Fitting						
52-10-06A		С	112	104	damaged prov 1) ETOPS 2) The oth affected and	abin door may be rided that: S is not conducted, and her stop fittings of the d door have no damage, ght is not pressurized.	

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 3 PAGE NO.		
	Airbus A350				2/16/2018 52-8		
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		AIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
52-30	Cargo						
52-30-01	AFT(FWD) Cargo Door						
52-30-01A		С	2	0	<ul> <li>(M) One or both may be inoperative in the closed, latched, and locked position provided that: <ol> <li>The associated cargo door is visually checked closed, latched, and locked after each attempt to open it, and</li> <li>The associated cargo door is indicated closed, latched, and locked on the DOOR/OXYGEN SD page.</li> </ol> </li> </ul>		
52-30-02	BULK Cargo Door						
52-30-02A		С	1	0	May be inoperative in the closed, latched, and locked position provided that the BULK cargo door is indicated closed, latched, and locked on the DOOR/OXYGEN SD page.		
52-30-03	AFT(FWD) Cargo Door Actuation						
52-30-03A		С	2	0	(M) One or both may be inoperative provided that the associated cargo door is manually operated.		

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Airbus A350				NO. 3 PAGE NO. 52-9
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
52-30	Cargo				
52-30-04	AFT(FWD) Cargo Door Latching Mechanism				
52-30-04A		С	16	14	<ul> <li>(M) One may be damaged on each AFT(FWD) cargo door provided that: <ol> <li>ETOPS is not conducted, and</li> <li>The other latching mechanisms of the affected cargo door have no damage, and</li> <li>All the hinge lugs of the affected cargo door have no damage, and</li> <li>The flight is not pressurized.</li> </ol> </li> <li>NOTE: A latching mechanism has one hook, one spool, one bolt, one washer, and a core connecting link. A latching mechanism is damaged when any of its component is damaged.</li> </ul>
52-30-05	BULK Cargo Door Balance Mechanism				
52-30-05A		С	1	0	(O) May be inoperative provided that the BULK cargo door is placarded to inform ground personnel that the door is not correctly balanced.
52-30-06	BULK Cargo Door Stop Fitting				
52-30-06A		С	8	7	<ul> <li>(M) One may be damaged provided that:</li> <li>1) ETOPS is not conducted, and</li> <li>2) The other stop fittings have no damage, and</li> <li>3) The flight is not pressurized.</li> </ul>

AIRCRAFT:	VIATION ADMINISTRATIO Airbus A350				O. 3 2/16/2018	PAGE NO. 52-10
	711100071000	NANA			E KEY	02 10
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
52. DOORS	T.	1	ı	ı	ı	
Sequence No.	Item	1	2	3	4	
52-51 52-51-01	Cockpit Door Cockpit Door Locking System (CDLS)					
52-51-01A		A	1	0	1) The consist deal is deal 2) The consistency and 3) Alternates and to during with the policy, 4) Repair	e inoperative provided that: ockpit door locking system ctivated, and ockpit door is secured d for takeoff and landing, ate procedures are ished and used to secure access to the cockpit the flight in accordance ne Operator's security, and rs are made within t days.
52-51-02	Cockpit Door Keypad					
52-51-02A		В	1	0		e inoperative provided that oor keypad is deactivated.
52-51-03	Cockpit Door Keypad LED					
52-51-03A		С	3	0		ore may be inoperative alternate procedures are nd used.

AIRCRAFT:	VIATION ADMINISTRATI Airbus A350			ON N		52-11
	Alibus A350					52-11
SYSTEM & EQUENCE	ITEM		REP/	AIR C	<b>E KEY</b> CATEGORY BER INSTALLED NUMBER REQUIRED FOR D	NEDATOU
NO.				3. ľ	4. REMARKS OR EXCEPT	
52. DOORS						
equence No.	Item	1	2	3	4	
52-51	Cockpit Door					
52-51-04	Cockpit Door Release Strike					
2-51-04A	One cockpit door release strike	D	3	2	(M)(O) One may be inopera	tive.
	inoperative				NOTE: Application of the maprocedure is only ne when the cockpit do strike is failed in the position.	cessary or release
52-51-04B	Two or more cockpit door release strikes inoperative	A	3	0	<ul> <li>(M)(O) Two or more may be provided that:</li> <li>1) The CDLS is considerable inoperative, and</li> <li>2) Repairs are made was 2 flight days.</li> </ul>	ered
					NOTE: Application of the maprocedure is only ne when the cockpit do strike is failed in the position.	cessary or release
					Refer to Item 52-51-01, Cool Locking System (CDLS).	kpit Door
52-51-05	Cockpit Door Controller Sensor					
52-51-05A	One cockpit door controller sensor inoperative	С	2	1	One may be inoperative.	
52-51-05B	Both cockpit door controller sensors inoperative	A	2	0	Both may be inoperative pro 1) The CDLS is conside inoperative, and 2) Repairs are made w 2 flight days.	ered
					Refer to Item 52-51-01, Coo Locking System (CDLS).	kpit Door

AIRCRAFT:	Airbus A350	RE'			O. 3 2/16/2018	PAGE NO. 52-12
	711100371000	МАМ			E KEY	OZ 1Z
YSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	UIRED FOR DISPATCH
52. DOORS					4. REMARKS	OR EXCEPTIONS
equence No.	Item	1	2	3	4	
2-51	Cockpit Door	-	_		-	
52-51-06	Cockpit Door Deadbolt					
52-51-06A		С	1	0		rative provided that the Locking System (CDLS) nally.
52-51-07	Cockpit Door Decompression Deceleration Device					
52-51-07A	Fourth cockpit seat available	С	2	0	(O) One or bo	th may be inoperative.
52-51-07B	Fourth cockpit seat not occupied	D	2	0	provided that	nay be inoperative the fourth occupant seat in considered inoperative.
					Refer to Item Occupant Sea	25-13-01, Fourth at.
52-51-08	Privacy Door					
52-51-08A		D	1	0	1) The proof or not	operative provided that: rivacy door is stowed open used, and dures do not require its

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO			PAGE NO.	
	Airbus A350				2/16/2018	52-13	
					E KEY CATEGORY		
SYSTEM &		1. [			BER INSTALLI	=D	
EQUENCE NO.	ITEM				3. NUMBER REQUIRED FOR DISPATCH		
NO.				5.0030000	4. REMARKS	OR EXCEPTIONS	
52. DOORS							
equence No.	Item	1	2	3	4	Cł	
52-53	CKPT DOOR Panel on the Center Pedestal						
52-53-01	CKPT DOOR FAULT light						
52-53-01A		С	1	0	May be inope	rative.	
52-53-02	CKPT DOOR OPEN light						
52-53-02A		С	1	0	(O) May be in	operative.	
52-53-03	LOCK Function of the CKPT DOOR sw						
52-53-03A		В	1	0		e inoperative provided that or keypad is deactivated.	
52-53-04	UNLOCK Function of the CKPT DOOR sw						
52-53-04A		С	1	0	(O) May be in	operative.	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				NO. 3 PAGE NO. 52-14
	Alibus A330	D.A.D.A.			
SYSTEM &					LE KEY Category
EQUENCE NO.	ITEM		2. 1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS				<u> </u>	4. NEMATING ON EXCELLIBRIUM
equence No.	Item	1	2	3	4
52-71	Doors and Slides Control System				
52-71-01	Door Position Monitoring Redundancy				
52-71-01A		С	1	0	(O) May be inoperative.
					NOTE: If automatic operation is affected, the AFT and FWD cargo doors must be operated manually.
52-71-02	Cabin Door Lock Monitoring				
52-71-02A		С	8	0	(O) One on each cabin door may be inoperative provided that the associated cabin door is checked closed, latched, and locked.
52-71-03	Door and Cabin Pressure Communication Redundancy				
52-71-03A		С	1	0	May be inoperative.
52-71-04	Door Residual Differential Pressure Detection				
52-71-04A		С	1	0	<ul> <li>(O) May be inoperative provided that:</li> <li>1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and</li> <li>2) The cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of any cabin door or cargo door.</li> </ul>
					NOTE: The placard should be visible from the inside and from the outside of the aircraft.

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				NO. 3 PAGE NO. 52-15
	Alibus Asso	BABAI			
SYSTEM &		_	REP/	AIR (	LE KEY CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4
52-71	Doors and Slides Control System				
52-71-05	CABIN PRESSURE light on Cabin Door				
52-71-05A		С	8	0	(O) One or more may be inoperative provided that the cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of the associated cabin door.
					NOTE: The placard should be visible from the inside and from the outside of the aircraft.
52-71-06	CABIN PRESSURE light on Cargo Door				
52-71-06A		С	2	0	(O) One or both may be inoperative provided that the cabin differential pressure is checked on the <u>CAB PRESS</u> SD page before the opening of the associated cargo door.
52-71-07	Cabin Pressure Buzzer on Cabin Door				
52-71-07A		С	8	0	One or more may be inoperative.

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMEN	ΓLIST
	VIATION ADMINISTRATIO		"016		0.0	D105 N0	
AIRCRAFT:	Airbus A350	RE			O. 3 2/16/2018	PAGE NO. 73-1	
		мм	EL T	ABL	E KEY		
		_			CATEGORY		
SYSTEM &	ITEN 4				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
10.					4. REMARKS	OR EXCEPTIONS	
73. ENGINE	FUEL AND CONTROL						
Sequence No.	Item	1	2	3	4		Change Bar
73-01	ENG Maintenance Overhead Panel						
73-01-01	FADEC GND PWR pb ON light						
73-01-01A		С	2	0	One or both n	nay be inoperative.	

	VIATION ADMINISTRATIO		//014		10. 2 BAOE NO	
AIRCRAFT:	Airbus A350	KE			IO. 3 PAGE NO. 2/16/2018 73-2	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	FUEL AND CONTROL Item	1	2	3	4	Chang
		1		3	4	Bar
73-09 73-09-01	Dispatch Messages ENG 1(2) FUEL FILTER PARTLY CLOGGED Message					
73-09-01A	(A350-900 Series)	Α	_	_	One may be displayed on the <u>DISPATCH</u> page for 30 flight-hours.	
73-09-01B	(A350-1000 Series)	Α	_	_	One may be displayed on the DISPATCH page for one flight.	
73-09-02	ENG 1(2) LONG TERM MINOR FAULT Message					
73-09-02A		А	_	_	One or both may be displayed on the <u>DISPATCH</u> page for 500 flight-hours.	
73-09-03	ENG 1(2) SHORT TERM MINOR FAULT Message					
73-09-03A		A	_	_	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.	
73-09-04	ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message					
73-09-04A		A	_	_	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days, whichever occurs first, provided that:  1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and  2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.	

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	Airbus A350				NO. 3 PAGE NO. 73-3			
		ММ			LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	_	REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS					
	FUEL AND CONTROL	Ι,	Ι.		A Change			
Sequence No.	Engine Control and	1	2	3	4 Change Bar			
73-21-01	Fault Monitoring Engine FADEC identification							
73-21-01A		A	2	0	(M) One or both may be inoperative for 10 consecutive calendar-days provided that there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.			
73-21-02	Engine Fuel Filter Monitoring System							
73-21-02A		A	2	1	<ul> <li>(M)(O) One may be inoperative for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided that: <ol> <li>The associated fuel filter is replaced before the first MEL dispatch, and</li> <li>The ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed after maintenance action, and</li> <li>The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and</li> <li>The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.</li> </ol> </li> </ul>			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 3 PAGE NO.			
	Airbus A350		DAT	E: 0	2/16/2018 73-4			
					E KEY			
SYSTEM &	1	1. F			CATEGORY BER INSTALLED			
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH					
48 S 88 S 15 S 15 S		4. REMARKS OR EXCEPTIONS						
	FUEL AND CONTROL	1 -		1 .		Char		
Sequence No.	Item	1	2	3	4	Ba		
73-25	Functional Interfaces with FADEC							
73-25-01	Engine Interface Function							
73-25-01A	One EIF 1 inoperative	С	4	3	One EIF 1 may be inoperative provided that the APU and the AC auxiliary generation are operative.			
73-25-01B	One EIF 2 inoperative	С	4	3	One EIF 2 may be inoperative.			
73-25-01C	One EIF 1 and one EIF 2 inoperative on opposite engines	A	4	2	One EIF 1 may be inoperative on one engine and one EIF 2 may be inoperative on the opposite engine provided that:  1) The APU and the AC auxiliary generation are operative, and 2) Repairs are made within 3 consecutive calendar-days.			
73-25-01D	Both EIF 2 inoperative	А	4	2	Both EIF 2 may be inoperative for 3 consecutive calendar-days.			
73-25-02	Engine Overthrust Protection System							
73-25-02A		A	2	1	One may be inoperative for 3 consecutive calendar-days.			

SYSTEM & SEQUENCE NO.  ITEM  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  74. IGNITION	AIRCRAFT:	VIATION ADMINISTRATION Airbus A350			_	O. 3 PAGE NO. 74-1	
SYSTEM & SEQUENCE NO.  ITEM  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  74. IGNITION  Sequence No. Item  1 2 3 4 Che  74-31 Ignition Starting and Continuous Relight  74-31 Ignition System (A350-900 Series)  74-31-01 A 4 2 (O) One may be inoperative for 10 consecutive calendar-days on each engine.  74-31-02 Emergency Ignition System  74-31-02A C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC		Allbus A330	BABA				
SYSTEM & SEQUENCE NO.  ITEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  74. IGNITION  Sequence No.  Item  1 2 3 4  74-31  Ignition Starting and Continuous Relight  74-31-01  Ignition System (A350-900 Series)  A 4 2 (O) One may be inoperative for 10 consecutive calendar-days on each engine.  74-31-02  Emergency Ignition System  74-31-02A  C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC	Regulate Communication Communication						
NO.    Sequence No.   Item   1   2   3   4   Che		ITEM					
74. IGNITION  Sequence No.   Item		I I EM			3. 1		
Sequence No.   Item	149,500,000					4. REMARKS OR EXCEPTIONS	3
74-31 Ignition Starting and Continuous Relight  74-31-01 Ignition System (A350-900 Series)  74-31-01A  A 4 2 (O) One may be inoperative for 10 consecutive calendar-days on each engine.  74-31-02 Emergency Ignition System  74-31-02A  C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC		I				-	Cha
Continuous Relight  74-31-01			1	2	3	4	Ba
(A350-900 Series)  74-31-01A  A 4 2 (O) One may be inoperative for 10 consecutive calendar-days on each engine.  74-31-02 Emergency Ignition System  C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC	74-31	Ignition Starting and Continuous Relight					
74-31-02 Emergency Ignition System  C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC	74-31-01						I
74-31-02A  C 2 1 (O) May be inoperative on engine 1 provided that the APU and the AC	74-31-01A		A	4	2	10 consecutive calendar-days on	each
provided that the APU and the AC	74-31-02						
	74-31-02A		С	2	1	provided that the APU and the A	C

AIRCRAFT:	VIATION ADMINISTRATIO				O. 3 2/16/2018	PAGE NO. 75-1	
	Airbus A350					75-1	
		_			E KEY CATEGORY		
SYSTEM &		1.1			BER INSTALL	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				1.002/00/03		OR EXCEPTIONS	
75. BLEED /	AIR						
Sequence No.	Item	1	2	3	4		Cha B
75-09	Dispatch Messages						
75-09-01	ENG 1(2) FAN ZONE AIR LEAK Message						
75-09-01A		A	_	_	DISPATCH pa	displayed on the age for 150 flight-hours or ve calendar-days, curs first.	
75-09-02	ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message						
75-09-02A		В	_	_	One may be o	displayed on the age.	
75-09-03	ENG 1(2) CORE ZONE AIR LEAK LO Message (A350-900 Series)						
75-09-03A		A	_	_	DISPATCH provided that ZONE LEAK	displayed on the age for 500 flight-hours the ENG 1(2) CORE HI message is not the <u>DISPATCH</u> page for engine.	
75-09-04	ENG 1(2) CORE ZONE AIR LEAK HI Message (A350-900 Series)						
75-09-04A		A	_	_	DISPATCH po 20 consecutive whichever occ ENG 1(2) CO message is no	displayed on the age for 300 flight-hours or we calendar-days, curs first, provided that the PRE ZONE LEAK LO ot displayed on the age for the opposite	

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		"016	<u> </u>	0.0	DAGE NO	
AIRCRAFT:	Airbus A350	KE		ON N E: 02	O. 3 2/16/2018	PAGE NO. 75-2	
		ммі	EL T	ABL	E KEY		
0)/07514.0					CATEGORY		
SYSTEM &	ITEM		2. N	IUMI	BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	IUMBER REQ	UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
75. BLEED A	AIR						
Sequence No.	Item	1	2	3	4		Change Bar
75-11	Engine Section Stator Anti-Icing						
75-11-01	Engine Section Stator Anti-Ice Valve						
75-11-01A		В	2	0	One or both nopen position	nay be inoperative in the	

AIRCRAFT:	Airbus A350	RE			IO. 3 2/16/2018	PAGE NO. 75-3
	Alibus Abbu	BABAI				10-0
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR C		UIRED FOR DISPATCH
75. BLEED <i>A</i>	AID				4. REMARKS	OR EXCEPTIONS
equence No.	Item	1	2	3	4	
75-24	Turbine Cooling Control System					
75-24-01	Engine HP Turbine Case Cooling Valve (HPTCC Valve) (A350-900 Series)					
75-24-01A		A	2	0	for 500 flight- affected HP t	r both may be inoperative hours provided that the urbine case cooling valve is nd locked in the closed
75-24-02	Engine IP Turbine Case Cooling Valve (IPTCC Valve)					
75-24-02A		A	2	0	for 500 flight- affected IP tu	r both may be inoperative hours provided that the rbine case cooling valve is nd locked in the closed
75-24-03	Engine Front Bearing Housing Vent Bypass Valve					
75-24-03A		A	2	0	One or both r 500 flight-hou	may be inoperative for urs.

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1010	N M	O. 3	PAGE NO.	
AIRCRAI I.	Airbus A350	INL.			2/16/2018	75-4	
		ММ			E KEY	<u> </u>	
					CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
75. BLEED <i>A</i>	AIR						
Sequence No.	Item	1	2	3	4		Change Bar
75-33	Air Bleed System						
75-33-01	Engine Burst Duct Detection (A350-900 Series)						I
75-33-01A		А	2	1		noperative for calendar-days.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTE		LICT			
FEDERAL AV	/IATION ADMINISTRATIC	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI			
AIRCRAFT:	Airbus A350		VISIC DAT		O. 1 1/31/2017	PAGE NO. 77-1				
		мм	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
77. ENGINE I	E INDICATING									
Sequence No.	Item	1	2	3	4		Change Bar			
77-07	Indications on SD page						Dai			
77-07-01	Indications on the CRUISE page									
77-07-01-01	Engine Fuel Flow Indication on the CRUISE page									
77-07-01-01A						77-07-02-01, Engine Fuel on on the <u>ENG</u> SD page.				
77-07-01-02	Engine Fuel Used Indication on the CRUISE page									
77-07-01-02A						77-07-02-01, Engine Fuel on on the <u>ENG</u> SD page.				

FEDERAL A\ AIRCRAFT:	/IATION ADMINISTRATIO		/101/	) N I N	NO. 1 PAGE NO.
	Airbus A350	KE			01/31/2017 PAGE NO. 77-2
		MM	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY  IBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
77. ENGINE I	INDICATING				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chan Bar
77-07	Indications on SD page				
77-07-02	Indications on the ENG SD page				
77-07-02-01	Engine Fuel Flow Indication on the <u>ENG</u> SD page				
77-07-02-01A		A	2	1	<ul> <li>(O) May be degraded (last digits with amber dashes) for 10 consecutive calendar-days on one engine provided that: <ol> <li>The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and</li> <li>The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.</li> </ol> </li></ul>
77-07-02-02	Engine N₁ Vibration Monitoring on the <u>ENG</u> SD page				
77-07-02-02A		С	2	1	(O) One may be inoperative.
77-07-02-03	Engine N₂ Vibration Monitoring on the <u>ENG</u> SD page				
77-07-02-03A		С	2	1	(O) One may be inoperative.
77-07-02-04	Engine N₃ Vibration Monitoring on the <u>ENG</u> SD page				
77-07-02-04A		С	2	1	(O) One may be inoperative.
77-07-02-05	Precooler Outlet Pressure Indication on the <u>ENG</u> SD page				
77-07-02-05A					Refer to Item 36-07-01, Precooler Outlet Pressure Monitoring on the <u>BLEED</u> SD page.

Sequence No.   Item   1   2   3   4	1/2017 77-3 <b>KEY</b>	
1. REPAIR CAT   2. NUMBER   3. NUM   4.   77. ENGINE INDICATING	R INSTALLED  MBER REQUIRED FOR DISPATCH  REMARKS OR EXCEPTIONS  Change Bar  Change Bar	
SYSTEM & SEQUENCE NO.  77. ENGINE INDICATING  Sequence No.   Item   1   2   3   4    77-07   Indications on SD page	R INSTALLED  MBER REQUIRED FOR DISPATCH  REMARKS OR EXCEPTIONS  Change Bar  efer to Item 77-07-02-01, Engine Fuel	
TEM 3. NUM 4.  T7. ENGINE INDICATING  Sequence No. Item 1 2 3 4  T7-07 Indications on SD page  T7-07-03 Indications on the FUEL SD page  T7-07-03-01 All Engine Fuel Flow Indication on the FUEL SD page  T7-07-03-01A  T7-07-03-02 Engine Fuel Used Indication on the FUEL SD page  T7-07-03-02A  T7-07-03-03 Fuel Used All Engines Indication on the FUEL SD page	MBER REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS  Change Bar  efer to Item 77-07-02-01, Engine Fuel	
1   2   3   4	REMARKS OR EXCEPTIONS    Change Bar     Sequence No.   Item	efer to Item 77-07-02-01, Engine Fuel
77-07 Indications on SD page  77-07-03 Indications on the FUEL SD page  77-07-03-01 All Engine Fuel Flow Indication on the FUEL SD page  77-07-03-01A  77-07-03-02 Engine Fuel Used Indication on the FUEL SD page  77-07-03-02A  Reference Fuel Used All Engines Indication on the FUEL SD page	efer to Item 77-07-02-01, Engine Fuel	
SD page  77-07-03 Indications on the FUEL SD page  77-07-03-01 All Engine Fuel Flow Indication on the FUEL SD page  77-07-03-01A  Reference Fuel Used Indication on the FUEL SD page  77-07-03-02A  Reference Fuel Used Indication on the FUEL SD page  77-07-03-02A  Reference Fuel Used All Engines Indication on the FUEL SD page		
T7-07-03-01 All Engine Fuel Flow Indication on the FUEL SD page  77-07-03-01A  Reference Fuel Used Indication on the FUEL SD page  77-07-03-02A  Reference Fuel Used Indication on the FUEL SD page  77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page		
Indication on the FUEL SD page  77-07-03-01A  Reference File SD page  77-07-03-02 Engine Fuel Used Indication on the FUEL SD page  77-07-03-02A  Reference File SD page  77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page		
77-07-03-02 Engine Fuel Used Indication on the FUEL SD page  77-07-03-02A  Ref.  77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page		
Indication on the FUEL SD page  77-07-03-02A  Ref FIGURE  77-07-03-03  Fuel Used All Engines Indication on the FUEL SD page	indication on the <u>Livo</u> ob page.	
77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page		
Indication on the <u>FUEL</u> SD page	efer to Item 77-07-02-01, Engine Fuel low Indication on the <u>ENG</u> SD page.	
	efer to Item 77-07-02-01, Engine Fuel low Indication on the <u>ENG</u> SD page.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:			/ISIC	N NC	O. Original	PAGE NO.	
	Airbus A350				5/12/2016	78-1	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	=D	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
				£112010	4. REMARKS	OR EXCEPTIONS	
78. ENGINE							Change
Sequence No.	Item	1	2	3	4		Bar
78-09	Dispatch Message						
78-09-01	ENG 1(2) REVERSER MINOR FAULT Message						
78-09-01A		A	ı	1		nay be displayed for re calendar-days on the age.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				O. Original 5/12/2016	PAGE NO. 78-2	
	711100371000	BABAI				102	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		ED UIRED FOR DISPATCH OR EXCEPTIONS	
78. ENGINE	EXHAUST				1 4. I (EW) (I (I (C	OK EXCEL HONO	
Sequence No.	Item	1	2	3	4		Change Bar
78-30	Engine Reverser						
78-30-01	Engine 1 Reverser						
78-30-01A		С	1	0	1) The er deactive stower 2) The El INHIBI the WI action norma 4) Appropri	e inoperative provided that: ngine 1 reverser is vated and secured in the d position, and NG 1 REVERSER ITED alert is displayed on D after maintenance , and e 2 reverser operates Illy, and priate performance ments are applied.	
78-30-02	Engine 2 Reverser	С	1	0			
78-30-02A					1) The er deactive stower 2) The El INHIB the WI action norma 4) Appropriation of the thickness of the thick	e inoperative provided that: ngine 2 reverser is vated and secured in the d position, and NG 2 REVERSER ITED alert is displayed on D after maintenance , and e 1 reverser operates Illy, and priate performance ments are applied.	
78-30-03	Engine 1 Reverser Control	С	1	0			
78-30-03A					1) Engine norma 2) Appro	operative provided that: e 2 reverser operates lly, and priate performance ments are applied.	

AIRCRAFT:	VIATION ADMINISTRATION Airbus A350				NO. Original PAGE NO. 78-3					
	Alibus A000	BABA	DATE: 05/12/2016 78-3  MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4					
78-30	Engine Reverser	•		3	•					
78-30-04	Engine 2 Reverser Control	С	1	0						
78-30-04A					<ul> <li>(O) May be inoperative provided that:</li> <li>1) Engine 1 reverser operates normally, and</li> <li>2) Appropriate performance adjustments are applied.</li> </ul>					
78-30-05	Engine 1(2) Reverser Lock									
78-30-05A	Inoperative lock deactivated in the unlocked position	A	12	10	<ul> <li>(M) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar-days provided that: <ol> <li>The affected engine reverser lock is deactivated in the unlocked position,</li> <li>When the associated FADEC is powered, the associated ENG 1(2) REVERSER LOCKED message is no longer displayed on the <u>DISPATCH</u> page after the deactivation, and</li> <li>When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the <u>DISPATCH</u> page after the deactivation.</li> </ol> </li> </ul>					
78-30-05B	Associated engine reverser control considered inoperative	С	12	0	One or more may be inoperative in the locked position provided that the associated engine reverser control is considered inoperative.  Refer to Item 78-30-03, Engine 1 Reverser Control.  Refer to Item 78-30-04, Engine 2 Reverser Control.					

U.S. DEPAR	TMENT OF TRANSPORT	OITA	V		MASTER MINIMUM	I EQUIPMENT I	LIST
	VIATION ADMINISTRATIO		"016		0.011.1		
AIRCRAFT:	Airbus A350	KE,	DAT	E: 0	O. Original PAGE NO. 5/12/2016	79-1	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLED	DIODATOLI	
NO.				3. N	IUMBER REQUIRED FOR 4. REMARKS OR EXCEP		
79. ENGINE	OII				4. REWARKS OR EXCEP	TIONS	
Sequence No.	Item	1	2	3	4		Change
79-07	Indications on <u>ENG</u> SD page						Bar
79-07-01	Engine Oil Quantity Monitoring on the ENG SD page						
79-07-01A		C	2	1	(M) One may be inoperative that:  1) The oil quantity of a engine is checked flight, and 2) There is no evident abnormal engine of or leakage.	the associated before each ce of	

	TMENT OF TRANSPORTA		V		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N N	O. Original	PAGE NO.	
AIRORAI I.	Airbus A350	IXL.			5/12/2016	79-2	
		ммі	EL T	ABL	E KEY		
CVCTEM 0					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. N		BER INSTALLI		
NO.	TT LIVI			3. N		UIRED FOR DISPATCH	
79. ENGINE	OII				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
79-09	Dispatch Messages	•	-		7		Bar
15 05	Dispatori messages						
79-09-01	ENG 1(2) OIL CHIP DETECTED Message						
79-09-01A		Α	_	_	(O) One may	be displayed on the	
79-09-01A						age for 40 flight-hours or	
					3 consecutive	calendar-days, whichever	
						rovided that the associated . SYSTEM MONITORING	
						ot displayed on the	
					DISPATCH pa		

U.S. DEPARTMENT OF TRANSPORTATION  FEDERAL AVIATION ADMINISTRATION  Airbus A350  REVISION NO. Original DATE: 05/12/2016  MMEL TABLE KEY  SYSTEM & SEQUENCE ITEM NO.  79. ENGINE OIL  Sequence No. Item 1 2 2 3 4  Coll Debris Monitoring System  79-34  Oil Debris Monitoring System  79-34-01A  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated elkg 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.								
AIRCRAFT: Airbus A350  REVISION NO. Original DATE: 05/12/2016  PAGE NO.  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  79. ENGINE OIL  Sequence No.  T9-34  Oil Debris Monitoring System  79-34-01  Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the				N		MASTE	R MINIMUM EQUIPMENT	LIST
SYSTEM & SEQUENCE NO.  ITEM  ITEM  Sequence No.  Sequence No.  Item  1 2 3 4  P3-34  Oil Debris Monitoring System  79-34-01A  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and  2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and  3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the								
SYSTEM & SEQUENCE NO.  ITEM  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  79. ENGINE OIL  Sequence No.  Item  1 2 3 4  Change Bar  79-34  Oil Debris Monitoring System  79-34-01  Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and  2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and  3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the		Airbus A350		DAT	E: 0	5/12/2016	79-3	
SEQUENCE NO.  ITEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  79. ENGINE OIL  Sequence No.  Item  1 2 3 4  Pg-34  Oil Debris Monitoring System  79-34-01  Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the			_					
Sequence No.   Item   1   2   3   4     Change Bar	SYSTEM &		1. F				ED.	
79. ENGINE OIL  Sequence No. Item 1 2 3 4 Change Bar  79-34 Oil Debris Monitoring System  79-34-01 Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the		ITEM		2.1				
79-34 Oil Debris Monitoring System  79-34-01 Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the	NO.							
79-34 Oil Debris Monitoring System  79-34-01 Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the	79. ENGINE	OIL						
79-34-01 Engine Oil Debris Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and  2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and  3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the	Sequence No.	Item	1	2	3	4		
Monitoring System  A 2 1 (M)(O) One may be inoperative for 500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and  2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and  3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the	79-34							
500 flight-hours provided that:  1) The associated oil debris sensor is clean from debris, and  2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and  3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the	79-34-01							
	79-34-01A		A	2	1	500 flight-hou 1) The as is clea 2) The as CHIP still dis action 3) The as SYST messa	ars provided that: associated oil debris sensor an from debris, and associated ENG 1(2) OIL DETECTED message is asplayed after maintenance and associated ENG 1(2) OIL EM MONITORING age is not displayed on the	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	A!ab A050	RE\			O. Original	PAGE NO.	
	Airbus A350				5/12/2016	79-4	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				5303		OR EXCEPTIONS	
79. ENGINE	OIL						
Sequence No.	Item	1	2	3	4		Change Bar
79-35	Oil Filter Clogging Indication System						
79-35-01	Engine Oil System Contamination						
79-35-01A		A	2	1	for 40 flight-he 3 consecutive occurs first, p  1) The as replace dispate 2) The as after n  3) The as Monito checke 4) The as CHIP not dispage, 5) The as SYST messa	calendar-days, whichever rovided that: ssociated oil filter is ed before the first MEL ch, and ssociated ENG 1(2) OIL R PARTLY CLOGGED age is no longer displayed naintenance action, and ssociated Oil Debris oring System (ODMS) is ed operative, and ssociated ENG 1(2) OIL DETECTED message is splayed on the DISPATCH	

AIRCRAFT:	VIATION ADMINISTRATI				O. Original PAGE NO.	
	Airbus A350				5/12/2016 79-5	
					E KEY CATEGORY	
SYSTEM & SEQUENCE NO.	ITEM			MUV	BER INSTALLED NUMBER REQUIRED FOR DISPATO 4. REMARKS OR EXCEPTIONS	CH
79. ENGINE	OIL					
Sequence No.	Item	1	2	3	4	Chan Bar
79-35	Oil Filter Clogging Indication System					
79-35-02	Engine Oil Filter Monitoring System					
79-35-02A		A	2	1	<ul> <li>(M)(O) One may be inoperative for 500 flight-hours provided that: <ol> <li>The associated oil filter is changed before the first MEI dispatch, and</li> <li>The associated ENG 1(2) O FILTER PARTLY CLOGGED message or the ENG 1(2) O FILTER CLOGGED is still displayed after maintenance action, and</li> <li>The associated ENG 1(2) O SYSTEM MONITORING message is not displayed or DISPATCH page.</li> </ol> </li></ul>	IL O IIL
79-35-03	Engine 1(2) Oil Monitoring System					
79-35-03A		A	2	1	One may be inoperative for 40 flight-hours or 3 consecutive calendar-days, which occurs first.	ever

	TMENT OF TRANSPORT		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	Airbus A350	RE\			O. Original 5/12/2016	PAGE NO. 80-1	
		ммі	FI T	ΔRI	E KEY		
X-92.0004-52.0001050					CATEGORY		
SYSTEM &					BER INSTALLI	ED.	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				0		OR EXCEPTIONS	
80. STARTIN	IG						
Sequence No.	Item	1	2	3	4		Change
80-01	ENG Overhead Panel						Bar
80-01-01	MAN START 1(2) pb-sw ON light						
80-01-01A		С	2	0	One or both n	nay be inoperative.	
60-01-01A			~	U	One or bourn	nay be inoperative.	

AIRCRAFT:	VIATION ADMINISTRATIO  Airbus A350				IO. Original 5/12/2016	PAGE NO. 80-2
		ММ			E KEY	
SYSTEM & EQUENCE NO.	ITEM	_	REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
80. STARTIN	IG					
Sequence No.	Item	1	2	3	4	C
80-11	Pneumatic Starter and Valve System					
80-11-01	Engine Start Valve					
80-11-01A		A	2	1	10 consecutive closed position affected valve	nay be inoperative for ve calendar-days in the on provided that the e is manually operated for d engine start.
80-11-02	Engine Manual Start System					
80-11-02A		C	2	0		nay be inoperative.

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI .		U.S. DEPARTMENT OF TRANSPORTATION							
U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST												
FEDERAL AVIATION ADMINISTRATION												
AIRCRAFT:		REVISION NO. Original				PAGE NO.						
Airbus A350		DATE: 05/12/2016			5/12/2016	80-3						
MMEL TABLE KEY												
SYSTEM &		1. F	1. REPAIR CATEGORY									
SEQUENCE ITEM			2. NUMBER INSTALLED									
NO.	<b>.</b>			3. N		UIRED FOR DISPATCH						
OO CTARTIN				4. REMARKS	OR EXCEPTIONS							
80. STARTING			Ι .		T.		Change					
Sequence No.	Item	1	2	3	4		Bar					
80-12	ENG MASTER Panel on the Center Pedestal											
80-12-01	FAULT light on ENGINE MASTER lever											
80-12-01A		С	2	0	One or both n	nay be inoperative.						